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# ISSUES AND ALTERNATIVES FOR MANAGEMENT OF THE LOWER DESCHUTES RIVER

January 1990

DETAILED DOCUMENT

## *A Joint River Management Plan Between:*

- Bureau Of Land Management
- Bureau Of Indian Affairs
- Confederated Tribes Of The Warm Springs Reservation
- State Of Oregon
- Deschutes River Management Committee
- Wasco, Sherman And Jefferson Counties
- City Of Maupin



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## Dear Friend of the Deschutes River

The various agencies having management responsibilities within the lower 100 miles of the Deschutes River Canyon, along with the Deschutes River Management Committee, are in the process of developing a comprehensive plan which will guide the management of this area for the next several years. The development of this plan is required by the Oregon Legislature in HB 3019 and the U. S. Congress through its designation of the lower 100 miles of the Deschutes River as a component of the National Wild and Scenic Rivers system.

The first phase of this planning process and the purpose of this document is to specifically identify problems (issues) that exist and develop various solutions (alternatives) for resolving them.

We ask that you consider each of the identified issues that have been presented and the tentative alternatives that have been developed along with the goal and objectives that are described for each alternative. Do you agree that the important resource issues (problems, opportunities or concerns) have been identified? Do you feel the various alternatives present a reasonable range of possible ways by which the resources of the Lower Deschutes River

Recreation Area could be managed? If you feel we have missed something, that we are not looking at a particular situation properly, or if you can suggest additional reasonable solutions to the issues, we are very interested in hearing from you.

**You can share your ideas and opinions with us in three ways: 1, write to us at the address on this page; 2, attend one of the public meetings; 3, complete the Public Response Form at the back of this document and return it to us.**

For a comment to be helpful to us, it must relate to an issue or problem that is within the legal responsibilities of the managing agencies to administer and it must be a concern or conflict that can be resolved in the Deschutes River planning process. The public comment period will end on February 28, 1990.

Written comments may be sent to: District Manager  
Bureau of Land Management  
P.O. Box 550  
Prineville, OR 97754

### Public Meetings

**Eugene**, January 30 at 7:00 p.m.  
Harris Hall  
125 E. 8<sup>th</sup>

**The Dalles**, February 7 at 7:00 p.m.  
Chenoweth Primary School  
922 Chenoweth Loop West

**Portland**, January 31 at 7:00 p.m.  
Portland Building  
1120 S.W. 5<sup>th</sup> Avenue

**Madras**, February 13 at 7:00 p.m.  
Madras Junior High School  
Cafeteria

**Maupin**, February 6 at 7:00 p.m.  
Maupin High School  
Cafeteria

**Bend**, February 14 at 7:00 p.m.  
Riverhouse Motor Inn  
3075 N. Highway 97



Bureau of Land Management

Bureau of Indian Affairs

Confederated Tribes of the Warm Springs  
Reservation

Oregon State Parks and Recreation Department

Oregon Department of Fish and Wildlife

Oregon State Marine Board

Oregon State Police

Deschutes River Management Committee

Wasco County

Sherman County

Jefferson County

City of Maupin



# THE PLANNING AREA

In 1970, the lower 100 miles of the Deschutes River were designated as a component of the Oregon State Scenic Waterways System. In October 1988, this same 100 mile segment from the Pelton Reregulating Dam to its confluence with the Columbia River was also designated as a National Wild and Scenic River and classified as a recreational river area.

The Lower Deschutes River Recreation Area, hereafter referred to as the planning area, contains 41,367 acres of land located in Jefferson, Sherman and Wasco Counties. Land ownership by county is shown below. The planning area includes those lands within the State Scenic Waterway and the interim National Wild and Scenic River boundaries. In those areas where the State and National boundaries do not coincide, the wider of the two will be used in determining the planning area boundary. The interim National Wild and Scenic River boundary may be adjusted in some areas through this planning process as additional resource values are identified.

Lower Deschutes River Acreage by County and Ownership

County	BLM	State	Warm SpringsTribe	Private	Total
Jefferson	4,010	137	3,255	922	8,324
Sherman	4,951	3,654	0	1,392	9,997
Wasco	11,680	1,015	2,414	7,937	23,046
Total Acreage	20,641	4,806	5,669	10,251	41,367



## The River and the Planning Segments

The planning area has been divided into four segments based on geographical features, public road access, and recreational use patterns.

(See the detailed segment maps of the planning area in Appendix 1.)

**Segment 4**  
The 23 river miles from the confluence of the Deschutes with the Columbia River to Macks Canyon Campground (river mile 23).

**Segment 3**  
The 21 river miles from Macks Canyon Campground (river mile 23) to Sherars Falls (river mile 44).

**Segment 2**  
The 15 river miles from Sherars Falls (river mile 44) to the Deschutes Club Locked Gate (river mile 59).

**Segment 1**  
The 41 river miles from the Deschutes Club Locked Gate (river mile 59) to Pelton Reregulating Dam (river mile 100).

**Unfold!**  
Use as reference throughout the document.





# THE PLANNING PROCESS

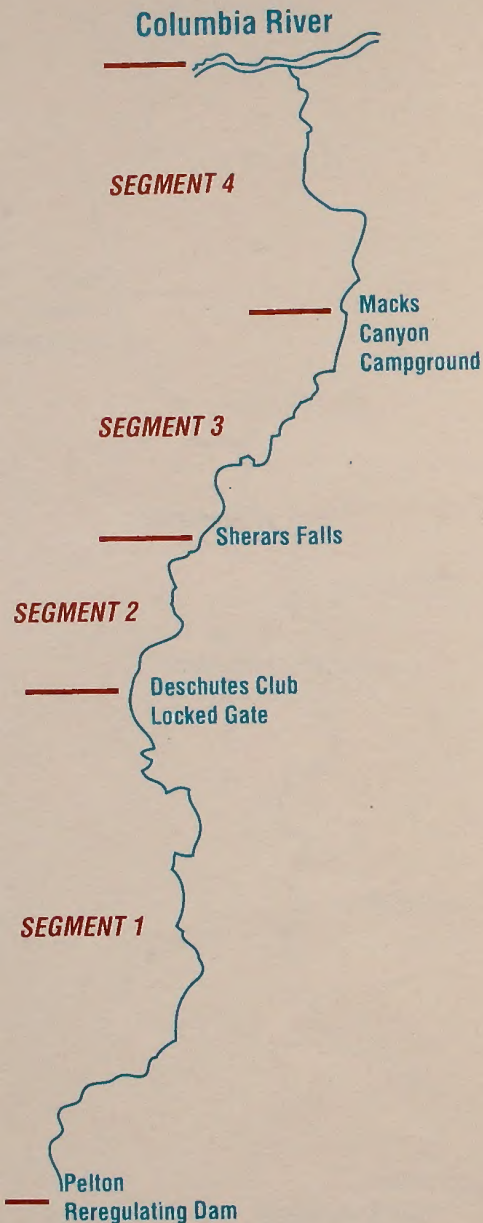
An extensive planning effort was initiated by passage of HB 3019 by the 1987 Oregon legislature. The Governor-appointed Deschutes River Management Committee and the various managing agencies which make up the Deschutes River Policy Group initiated this effort in 1988. Several groups of volunteers contributed a large amount of time and effort in the initial stages of developing this plan. With the lower 100 miles of the Deschutes River being designated by Congress as a National Wild and Scenic River, the planning

process was modified to incorporate new requirements.

This river management plan, when completed, will comply with Federal requirements under the National Wild & Scenic Rivers Act and the National Environmental Policy Act as well as meet State requirements under HB 3019. The steps in the planning process and the schedule for completion of the management plan are shown below.

## Planning Process and Schedule

Phase I		Phase II		Phase III	
Step	Date	Step	Date	Step	Date
Goal and objectives for the plan developed.	May 1989	Environmental Impact Statement (EIS) prepared that addresses each alternative.	Winter/Spring 1990	Plan implemented, including State agency rulemaking as appropriate.	Winter 1990
Issues identified and described in detail.	July 1989	<i>The EIS will identify the social, environmental and economic consequences of implementing each alternative.</i>		Plan monitored, periodically reviewed and updated.	Ongoing
Range of management alternatives developed. <i>The alternatives describe reasonable possibilities for resolving the issues and providing management for each segment.</i>	Oct. 1989	Preferred alternative for each segment selected by the Policy Group. <i>The preferred alternative will likely be a composite of several alternatives and will be incorporated into the draft plan.</i>	Spring 1990		
Public meetings held on the issues and preliminary alternatives.	Jan./Feb. 1990	Draft plan and EIS completed and distributed for public review and comment.	Summer 1990		
		Public meetings held on the draft plan.	Summer 1990		
		Draft plan revised into the final plan.	Fall 1990		





# PLANNING ISSUES AND ALTERNATIVES

## Issues

The following material attempts to describe the significant natural resources, major recreational activities and other conditions that exist in the lower 100 miles of the Deschutes River Canyon. Associated with each of these resources, activities and conditions are issues which are problems, opportunities, or public concerns needing to be resolved. By resolving these issues, resources such as soil, water, vegetation or wildlife habitat will be improved and activities such as boating, fishing or camping will be enhanced, and conditions involving public safety, vandalism or fire will be managed properly.

**The managing agencies need to know from the public and others whether the issues have been adequately identified and whether the alternatives represent reasonable ways by which the issues can be resolved. Following this review, a thorough analysis of the impacts of implementing each of the alternatives will be completed and published as an Environmental Impact Statement (EIS). At that time, a preferred alternative will be developed by blending the best features of each of the other alternatives considered in the plan.**

## Planning Spectrum

In considering solutions to the various issues in the Deschutes River Canyon, a wide range of possibilities exist. Some solutions to the identified issues could create a more developed environment. For example, a large number of new roads and recreation facilities which would "harden" existing sites to accommodate many more visitors could be constructed; however, the experience a person would have as a result would be significantly different than what exists there now. At the other end of the spectrum, a more primitive condition could be restored if existing roads and facilities were closed and the land returned to a more natural condition. Fewer numbers of visitors could be accommodated; however, the opportunity to experience an uncrowded, primitive environment would be available.

## Goal And Alternatives

For many years, the Deschutes River has provided a wide range of recreation opportunities in a generally natural but roaded environment. Continuing this general philosophy of management, a goal has been established and four alternatives have been developed which present reasonable solutions to the

issues which have been identified. Solutions, or alternatives, which would change the Deschutes River Canyon into a high density urban park on one hand, or a wilderness area on the other have been determined to be unreasonable and have been dismissed.

## Objectives And Management Standards

Objectives have been identified for each of the four alternatives which attempt to describe the type of experience a visitor could expect to have if the Deschutes River were managed under that alternative. Management standards have also been identified for each alternative in order to provide specific indicators for managers so they may know when the objective for that alternative has been met or exceeded.

## Management Actions

Each alternative identifies specific management actions that would be taken to resolve a particular issue. Management actions under **Alternative 1** resolve the issues in ways that would accommodate **higher levels of recreation use** and significantly increase the amount of recreational facilities while imposing limited regulations in order to protect the environment. At the other end of the spectrum, management actions under **Alternative 4** resolve the issues in ways that would **significantly reduce recreation use levels**, improve overall resource condition and provide more dispersed but highly regulated recreational opportunities. **Alternatives 2 and 3** prescribe management actions which would create a recreational experience and an environment in between those created under Alternatives 1 and 4. **Alternative 2** attempts to describe **the existing management** in the Deschutes River Canyon.

## Management Common To All Alternatives

Some management actions have already been taken, or are in the process of being implemented, by one or more of the managing agencies as a result of previous planning decisions or interagency agreements. Other actions believed to lack public controversy or which do not significantly impact the environment are described as "Management Common to All Alternatives." They are considered decisions that will be carried forward without further analysis.



# GOAL

To manage the lower 100 miles of the Deschutes River Canyon on a segment by segment basis to allow the continuation of compatible existing uses, while providing a wide range of public outdoor recreational opportunities and minimizing user conflicts. These recreational opportunities would be provided to the extent that they do not substantially impair the natural beauty of the river canyon, diminish its esthetic, fish and wildlife, scientific and recreational values and take into account the rights and interests of private landowners.

## Overall Minimum Standards For The Entire Planning Area

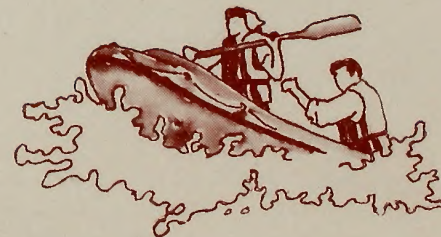
Management actions will be taken to prevent, stop or reverse the following unacceptable conditions in the planning area under all alternatives.

1. Any riparian and upland area that is in a declining status or is in less than mid-seral (25% or less of the plant composition found in the potential natural plant community) ecological status.
2. Any riverbank that is actively eroding at such a rate that water quality and fish habitat are adversely affected.
3. Any significant natural feature or recreational value that is eroding or being irreparably damaged by human use to the point that it is in danger of being lost.
4. Any significant health hazard caused by human use.
5. Any damage to the habitat of threatened or endangered species caused by human use.
6. Any abuse of significant historical, archaeological or geological sites.
7. Any significant degradation of water quality due to human use.

8. Any fish population decreases below the following levels:

Species	Total Return	Harvest	Spawning Escapement
Spring chinook	8,500-12,000	5,500- 8,000	3,000-4,000
Fall chinook	10,000-12,000	4,000- 5,000	6,000-7,000
Summer steelhead	16,000-22,000	6,000-12,000	10,000
Rainbow trout	managed as wild fish, maintained at a total population indicated by 1,500-2,500 fish per mile larger than eight inches in the Nena Creek area		
Bull trout	maintain existing population		
Sockeye	develop and maintain a self-sustaining run		

9. Any significant damage to private land and improvements within or adjacent to the planning area resulting from public use.





# ALTERNATIVES AND OBJECTIVES

*This planning process views the Deschutes River as a spectrum of recreational opportunity. The alternatives are possible options from which to choose and those that best address the issues will be included in the final plan.*

## Objectives

<p><b>Alternative 1</b> This alternative provides for a higher level of use.</p>	➡	<b>MORE USE</b>	<p>The management objectives under this alternative would be to accommodate <b>increased levels of recreational use</b>, while protecting the environment where the sights, sounds and interaction with other individuals or groups would often be high. The character of the area would remain in a generally natural appearing condition; however, facility development to enhance recreational opportunities such as camping, boating, fishing and vehicle oriented activities would occur. On-site regimentation and controls would be obvious, but limited to those necessary for public safety as well as to accommodate increased numbers of visitors, and to maintain fisheries condition, soil stability and vegetative cover.</p>
<p><b>Alternative 2</b> This alternative describes existing management.  Alternative 2 is the baseline from which the other alternatives can be compared.</p>	➡	<b>NOW</b>	<p>This is the no-action alternative required by the National Environmental Policy Act and as a result is not consistent with the range of alternatives identified. The intent of this alternative would be to <b>continue present levels of management</b>. Overall recreational use levels would be unregulated and would continue to increase causing a moderate to high degree of interaction with other individuals and groups. On-site regimentation and controls would be evident in some areas and lacking in others.</p>
<p><b>Alternative 3</b> This alternative provides for somewhat less use.</p>	➡	<b>LESS USE</b>	<p>The management objectives under this alternative would be to <b>reduce peak recreational use levels</b> while improving natural resource condition. The sights, sounds and level of interaction with other individuals or groups would be moderate. Facility development to accommodate recreational activities would occur so long as the natural character of the area was not affected. Regimentation and controls would be obvious, but would be compatible with the environment and aimed at protecting natural values and visual quality.</p>
<p><b>Alternative 4</b> This alternative provides for much less use.</p>	➡	<b>MUCH LESS USE</b>	<p>The management objectives under this alternative would be to <b>significantly reduce recreational use levels</b>, improve overall natural resource condition and provide recreational opportunities in a less crowded setting. The sights, sounds and overall level of interaction with other individuals or groups would be low to moderate. New facility development would occur away from sensitive areas to disperse recreation use. Regimentation and controls would be handled both on-site and off-site through fees, regulations and limitation. On-site regimentation and controls would fit into the natural landscape to the greatest degree possible.</p>

*Solutions, or alternatives, which would change the Deschutes River Canyon into a high density urban park on one hand, or a wilderness area on the other have been determined to be unreasonable and have been dismissed.*



# MANAGEMENT STANDARDS

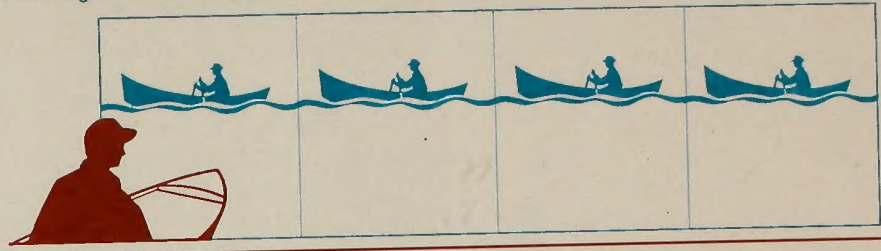
## Boaters

Standards for group/individual contact or interaction are intended only as illustrated examples of what may occur under each alternative. They are based on the 1987 report to the Oregon Legislature entitled Social and Ecological Impacts of Recreational Use on the Deschutes River Scenic Waterway and reflect the amount of use in 1986. Under present use patterns, these "peaks of use" would occur during July and August and most frequently on weekends.

Alt. 1  
MORE  
USE

Boater numbers not limited in any segment.

*It is estimated that boaters may eventually be in sight and sound of other boating parties up to 100% of the time in all segments.*

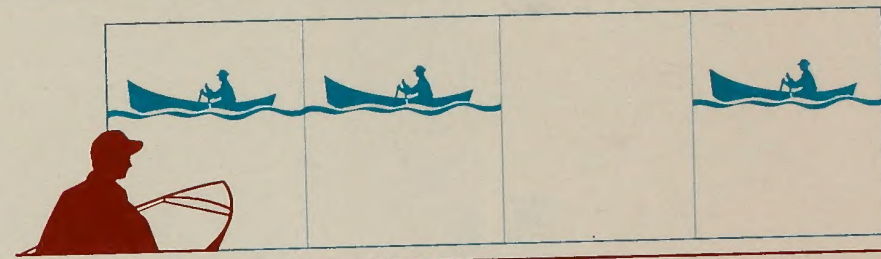


Alt. 2  
NOW

No limit on the number of boaters or other users.

*It is estimated that boaters are in sight and sound of other boating parties on an average of 75% of the time in segment 2.*

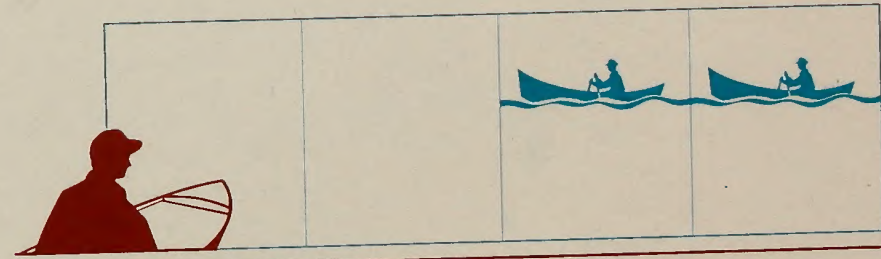
(See Appendix 2 for present boating use levels.)



Alt. 3  
LESS  
USE

Daily boater numbers limited to a maximum of 425 in segment 1, 475 in segment 2 and 50 in segment 3 from May 15 to September 15. Boater numbers in segment 4 would be limited to 150 boaters per day from May 15 to October 15. It is estimated that boaters would be in sight and sound of other boaters up to 30 percent of the time in segments 1, 3 and 4 and up to 50 percent in segment 2.

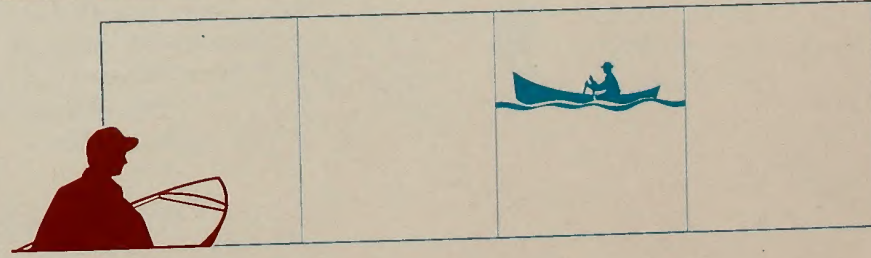
*It is estimated that boaters would be in sight and sound of other boating parties up to 50% of the time in segment 2.*



Alt. 4  
MUCH  
LESS  
USE

Daily boater numbers limited to a maximum of 300 in segment 1, 300 in segment 2 and 30 in segment 3 from May 15 to September 15. Boater numbers in segment 4 would be limited to 100 boaters per day from May 15 to October 15.

*It is estimated that boaters would be in sight and sound of other boating parties up to 25% of the time in all segments.*

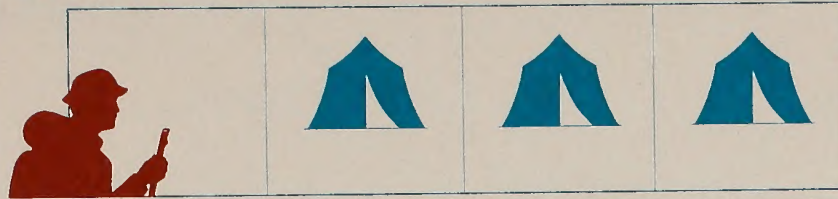




## Campers

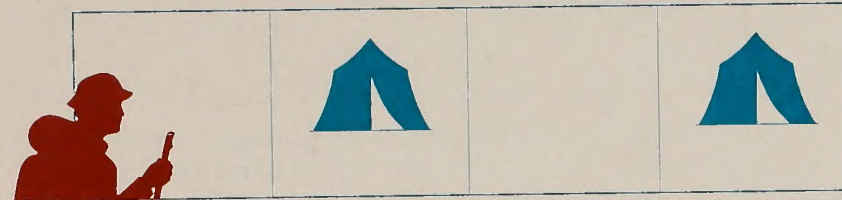
*Campers may have to camp within sight or sound of other camping parties up to 75% of the time in unroaded sections of the river.* All sites which are presently suitable for camping on BLM, State and Tribal lands would be available for camping.

Alt. 1  
MORE  
USE



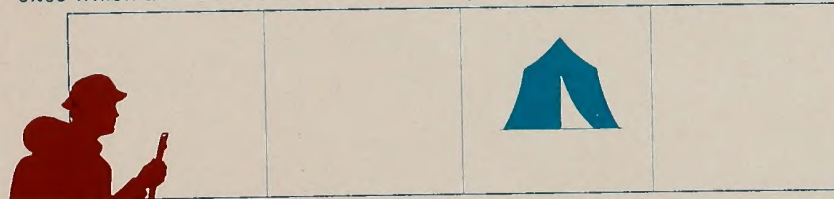
Current camping regulations would remain in effect. *It is estimated that campers presently camp in sight and sound of other camping parties on an average of 50% of the time.*

Alt. 2  
NOW



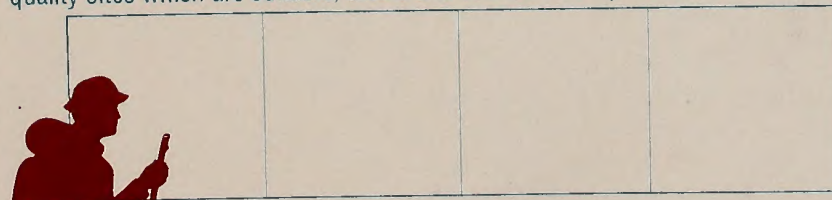
Alt. 3  
LESS  
USE

*Campers would not have to camp within sight or sound of other camping parties more than 25% of the time in unroaded sections of the river.* Camping would only be allowed in average to excellent quality sites which are suitable and at least 500 square feet in size.



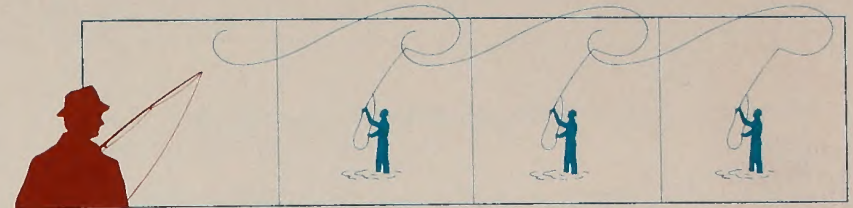
Alt. 4  
MUCH  
LESS  
USE

*Campers would not have to camp within sight or sound of other camping parties in unroaded sections of the river.* Campsites would be reserved in advance. Camping would only be allowed in average to excellent quality sites which are suitable, stable and at least 700 square feet in size.

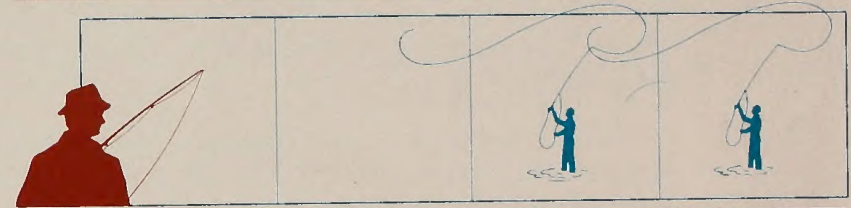


## Anglers

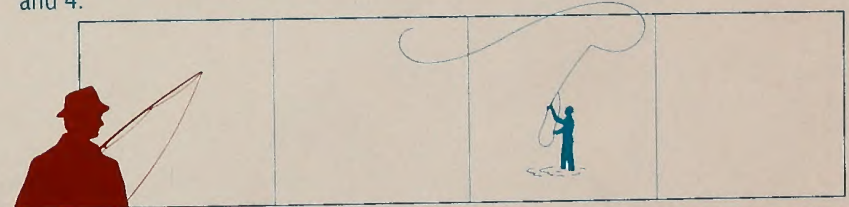
Anglers may have to pass up a fishing spot where they desire to fish because it was already occupied up to 50% of the time in segments 1 and 2 **and up to 75% of the time in segments 3 and 4.**



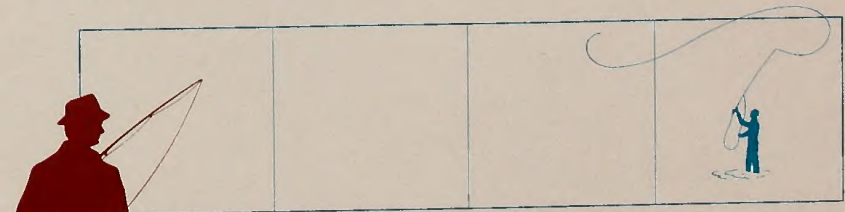
Angling regulations would remain unchanged so long as fish management objectives are met. It is estimated that anglers presently pass up a fishing spot where they desire to fish because it is already occupied 30% of the time in segments 1 and 2, **and 50% of the time in segments 3 and 4.**



*Anglers would not have to pass up a fishing spot where they desire to fish because it is already occupied more than 20% of the time in segments 1 and 2* and no more than 30% of the time in segments 3 and 4.



*Anglers would not have to pass up a fishing spot where they desire to fish more than 20% of the time in any segment.*





## Management Standards (Continued)

### Vegetative Condition

**Alt. 1  
MORE  
USE**

Vegetative condition would be maintained between 26% and 50% of the plant composition found in the potential natural plant community.

**Alt. 2  
NOW**

Vegetative condition on BLM managed lands would reach a minimum of 60% of vegetative potential within 15 years. Tribal and State-owned lands would be managed for livestock grazing, wildlife habitat and riparian values.

**Alt. 3  
LESS  
USE**

Vegetative condition would be managed to achieve or maintain ecological status between 51% and 75% of the plant composition found in the potential natural plant community.

**Alt. 4  
MUCH  
LESS  
USE**

Vegetative condition would be managed to achieve or maintain ecological status between 76% and 100% of the plant composition found in the potential natural plant community.

### Visual Quality

Visual quality and changes on the landscape caused by management activities could be evident, but would not dominate the character of the area.

Some changes in visual quality would occur consistent with the objectives of State and Federal designations.

Visual quality and changes on the landscape caused by management activities would not be evident. They could be visible, but would not attract attention.

Changes on the landscape caused by management activities would be very limited. They would blend with the surrounding landscape.



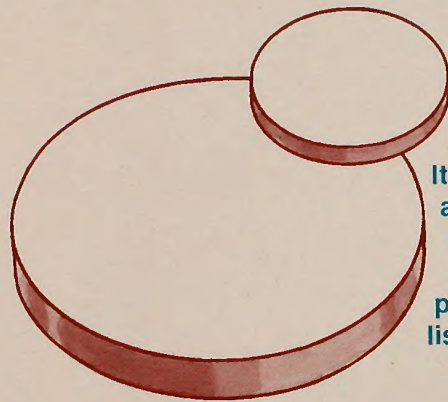


# AN INTRODUCTION TO TOOLS USED TO MANAGE RECREATIONAL USE LEVELS

Allocation and rationing systems are tools available to help regulate use levels in order to meet management objectives. If the decision in the final plan is to not establish limits on recreational use of the Deschutes River there is no need to consider allocation and rationing systems. In that case anyone desiring to use the river can do so. If, however, the decision is to regulate recreational use levels, whether at a high level or low level, then certain actions will be taken to divide the available resource between the various

users. **The only allocation proposal being considered at this time is between guided and private boating use.**

This section is divided into two parts. The first part describes the methods and offers examples by which use can be allocated. The second part describes methods and provides examples by which river use can be rationed to individual members of a particular group.



## **Use Limits**

It is helpful to think of the system as a pie. The use limits define the size of the pie. If high use limits are established, it is a large pie and if low use limits are established, it is a small pie.



## **Rationing**

Rationing describes the means by which users get a bite of their slice.

## **Allocation**

Allocation divides the pie among various types of uses and determines the size of the piece of pie each use (wildlife/vegetation, boating, angling, camping) will receive.





# Allocation Methods

Allocation between uses is necessary when the levels of use exceed acceptable limits or established standards. At that point not everyone that wants to use the river is able to and decisions have to be made about who can use it and when. There are basically four goals that should be considered when developing allocation systems. The first goal is that of "equality." Equality assumes that individuals have the same right to certain benefits. It can be achieved either by dividing benefits equally or giving each individual an equal chance to obtain benefits. The second goal is "equity". Equity basically means fairness and any number of factors can be used in determining whether a particular allocation system is "fair". The third allocation goal is the recogni-

tion of "need" in distributing the resource. For example, those owning land along or near the river might be allocated more use. The fourth allocation goal identified is that of "social efficiency". Social efficiency is maximized when a resource is put to its most highly valued use. Those who desire the use of the resource the most will get it.

Four allocation methods will be discussed. This list is not intended to be exhaustive or exclusive. Rather, it is a description of common allocation methods and is intended to provide a sounding board on the overall issue of allocation.



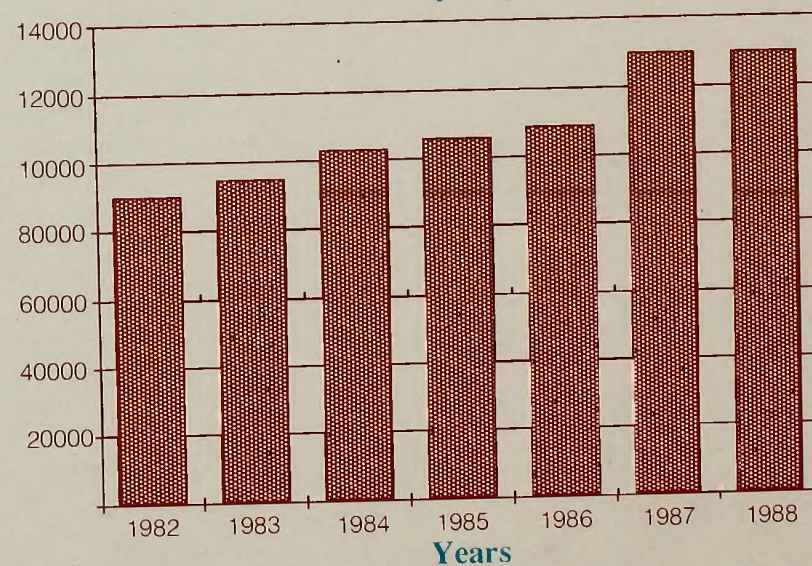
## Allocation and Rationing Of Guided And Private Boating Use

The primary recreational activities within the planning area are boating, camping and fishing. **Boating, however, is the only activity where allocation and rationing systems are presently being considered.** This is because camping use levels can be regulated simply by the number of sites set aside or developed for camping use. Overall numbers of anglers on the Deschutes would, to a large degree, be determined by the number of boats permitted on the river and the status of fish populations. This is especially true in segments 1 and 4. Natural resources such as fish, wildlife, vegetation, water, historical and archaeological values can be managed by providing for known biological needs or conforming with established policy requirements. Regulation of boating use is much more difficult because it is primarily based on social considerations such as crowding and is spread over the entire 100 mile length of the river.

In 1988, there were approximately 130,000 boater days of use on the river. The highest use periods were on weekends and holidays during the summer months. Congestion at launch and landing sites, crowding on the river and competition for camping and fishing areas is the result. Allocation and rationing systems which regulate boating use at certain levels are described under alternatives 3 and 4. Alternatives 1 and 2 would allow boating, both private and guided, to continue to increase without regulation. No allocation methods would apply downstream from Moody Rapids under any alternative.

Boater Days

### Boater Days By Year



**The overall trend in total boating use (1982 — 1988.)**



### **Historical Use Method**

Under this method historical use patterns are examined to see how use among user groups has in fact been split. This historic split is then carried forward into the future. Historic use may be the method which results in the least dislocation to each of the user groups since it recognizes existing use patterns and each user group will share increases or decreases in use levels proportionately. One of its primary disadvantages is that it freezes use allocations at a point in time and may not take into account changing conditions or patterns of use by user groups.

### **Even Split Method**

Under an even split method an equal percentage split is used for various user groups. For example, use might be split 50-50 between guided parties and nonguided parties. This method has the advantage of superficial fairness in that things are evenly split. However, it has a substantial potential for serious dislocation of user groups that have historically had more than a 50% share of the use. The arbitrariness of the split may also cause groups to view the allocation as "unfair".

### **Freedom Of Choice Method**

Under the freedom of choice method all private users are treated equally. That is, each private user has an equal chance of obtaining a permit. That person then has a choice of whether to use a guide or not to use a guide. A member of the public is able to choose the precise recreational experience he or she desires. Under other allocation methods a person obtaining a permit may not be able to choose the precise experience that he or she wants. Allocation methods giving thick slices of the pie to any particular user may be deemed arbitrary and unfair by users who do not feel their size of the pie is big enough. Under this method guides do not have a fixed slice of the pie; rather, the size of their slice will be determined by the marketplace and the rationing system that is established. Theoretically guides under this allocation method could end up guiding from 0% to 100% of the users.

### **Combination Method**

A combination of allocation methods might be used to fit the particular circumstances of a river system. For example, historical use data might be used to allocate river usage. Use might then be allocated among boaters using the freedom of choice method or an even split method.

### **Example**

Permits would be allocated between commercial guides and private users based upon historical use patterns.\* On segments one and two 20% of the permits would be allocated to guides. On segments three and four 25% would be allocated to guides. The allocations would be made to guides on a daily basis, rather than a weekly, monthly, or seasonal basis. That is, each day the allocation would be made. Guides would not be allowed to pool these allocations and use them during favorable days.

### **Example**

Guides would be allocated a greater percentage of boater permits than historical use would indicate. This allocation method recognizes the beneficial impact that guides have on the economy and attempts to enhance commercial interests. Under this method, guides would be allocated 50% of the boater permits on all segments. Allocations would be made on a daily basis.

### **Example**

Under this method all permits would be allocated to private individuals. They would then be free to choose whether to use the services of the guide or not. Guides would be permitted to apply for permits on behalf of their clients.

### **Example**

In this option, allocation of permits is weighted in favor of the general public over commercial guides. Under this alternative 10% of the permits would be allocated to guides on segments 1 and 2 and 15% on segments 3 and 4. The remaining permits would be available to private individuals who could then decide whether to use the services of a guide or not. Allocations would be made on a daily basis.

\*Based on BLM commercial permit and Deschutes Boater Pass data from 1983 through 1988.



# Rationing Techniques

Once the allocation decisions are made, it is then necessary to focus on how use will be rationed among members of various user groups. This is done through a rationing system. Again, a variety of rationing techniques have been developed. Not all methods are appropriate for rationing use among all user groups. For example, a bid and prospectus system might be appropriate for rationing use among guides but would be inappropriate for rationing use among private users. Six rationing techniques are discussed.

## First-Come/First-Served (Queuing Or Advance Registration)

Under this method a premium is placed on time. In order to get a permit users have to go to the place where permits are being handed out and may have to wait in line. Write-in or phone-in applications may also be used in this system. This method has the advantage of allowing people to plan well in advance but it penalizes those that may want to make a spur of the moment trip.

## Lottery

Using a lottery technique all applicants have an equal chance of participating since the selection is random. It has the advantage of treating all people equally. However, to the extent that there are other goals, such as giving preference to first time users, or experienced people, or in-state residents, etc., it may not meet those objectives.

## Bid And Prospectus

This rationing technique would probably only be appropriate to allocate use among guides. Use could be allocated to guides by using various merit factors such as experience, quality of equipment, financial condition, etc. or on the amount the guide was willing to pay to obtain permits or a combination of both. It has the advantage of obtaining best qualified guides and a higher economic return for the use of a public resource. It could well increase the economic burden to guiding businesses.

## Pricing

Under this technique prices for permits are set at a level high enough to achieve the desired level of use. This method has the advantage of raising more money to manage the system. However it discriminates against those who are not able to afford the price or do not wish to pay the price.

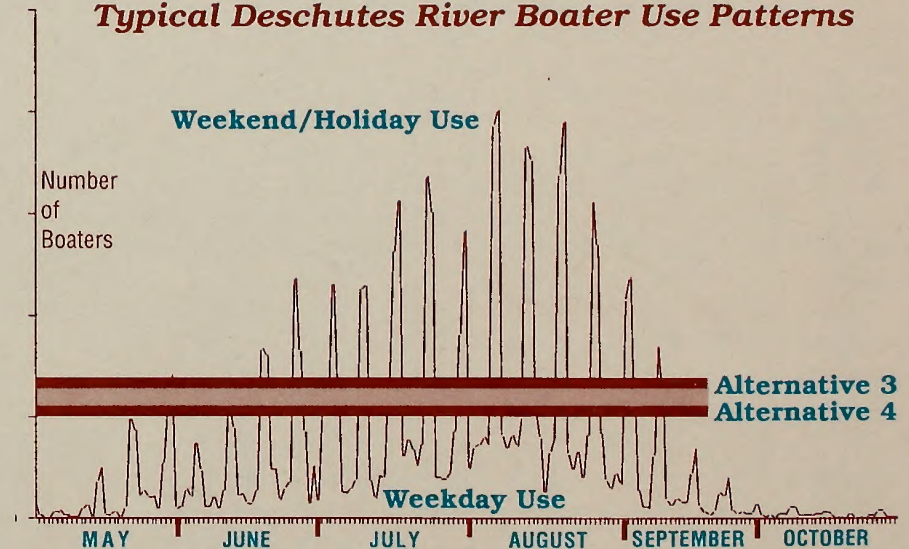
## Historic (Grandfathering)

This system would also probably only be used to allocate use among guides. Guides that were able to establish historic use in the area would be allocated the permits. Guides who were grandfathered would clearly benefit and guides who were not would be displaced. There is also the question of how many permits would be allocated to each guide under this system. Each guide could receive an equal number of permits or a proportionate number of permits could be assigned based on the historic size of their operation.

## Combination

Under particular circumstances a combination of rationing methods might be appropriate. For example, if the allocation method was the freedom of choice method, one block of permits might be set aside for distribution by lottery well in advance of the recreational season to allow people to plan in advance and another block might be set aside for distribution on a first-come/first-served basis on the day of use to accommodate spur of the moment recreationists.

## Typical Deschutes River Boater Use Patterns



The background shows the extreme peaks and valleys of boater use on weekends/holidays, and weekdays. Management alternatives 3 and 4 attempt to redistribute the use levels.



# Examples Of Rationing Techniques For Private And Guided Boating

## Guided Boating Groups

Various alternatives are presented for rationing boater permits among guides. The freedom of choice rationing method can only be used with the freedom of choice allocation method. All other rationing methods can be used with any other allocation method.

### Historic (Grandfathering) Rationing Method

Individual guides would establish with business or BLM Permit records the duration and amount of their guided use. Guides establishing the longest historic use would have the highest priority. Numbers of permits issued to each guide would be based on the average number of customer boater days for that guide during the 1987-1989 seasons. As guides retire or go out of business their allocation would go into a pool of public permits. Guide permits would be allocated by September 30<sup>th</sup> for the following season.

### Historic (All Guides Grandfathered) Rationing Method

Under this rationing method all guides that can establish the existence of commercial operations on the Deschutes River in 1989 or earlier would be entitled to grandfathered status. Amount of use in prior years would be irrelevant. Each guide would be allocated an equal number of available permits.

### Bid And Prospectus Rationing Method

Under this method permits would be allocated to guides through a bid mechanism. The contracts would be awarded using both the price bid by the guide and the qualifications of the guide as a basis for selection. The maximum bid would be for 2,000 boater days per season.

### Lottery Rationing Method

All guides, including those that have made no historic use of the Deschutes River, would be entitled to enter into a lottery for the allocation of permits. Permits would be divided into blocks of 100 boater days, 500 boater days, and 1000 boater days. Guides would be permitted to enter into a lottery for each block but, if selected for more than one block, would have to choose which one they would accept.

### Freedom Of Choice Rationing Method

Under this method all guides would be entitled to operate on the Deschutes River so long as their customers received a permit. Guides would not be required to show historic use of the Deschutes River.

## Private Boating Groups

### Lottery Rationing Method

All permits would be allocated by lottery. One-half of the permits would be allocated by a lottery on February 1<sup>st</sup> preceding the season, one-fourth on May 1<sup>st</sup> and one-fourth on June 1<sup>st</sup>. If insufficient applications were received for all permits in a lottery, the remaining permits would be allocated on a first-come/first-served basis.

### First-Come/First-Served Rationing Method

All permits would be allocated on a first-come/first-served basis (phone-in) with one-half of the permits made available on February 1<sup>st</sup> preceding the boating season and one-half of the permits available on May 1<sup>st</sup>.

### Combination Rationing Method

One-half of the permits would be distributed by lottery on February 1<sup>st</sup> prior to the boating season. One-fourth of the permits would be available on a first-come/first-served basis one month before the floating date (phone in), one-fourth of the permits would be available one week before the floating date on a first-come/first-served basis. (phone-in).









# **ISSUES, PROBLEMS, AND MANAGEMENT ALTERNATIVES FOR THE LOWER DESCHUTES RIVER**

The following information summarizes some of the management actions which could be used to resolve the issues and problems involved with recreational use of the Deschutes River.









# PROTECTION OF NATURAL AND CULTURAL RESOURCES

## FISH HABITAT/WATER QUALITY AND QUANTITY

**ISSUE: How should riparian areas be managed to protect water quality?**

### Background

Riparian vegetation provides shading, vegetative litter important for aquatic insect production, in-river large woody debris and riverbank stability. The emergent aquatic vegetation of the riparian corridor also provides important rearing and hiding cover for juvenile fish. The Deschutes River fish production potential has been reduced because of past riparian habitat degradation.

Attempts at restoring or protecting the riparian vegetation and the riverbank, including the Bureau of Land Management—Two Rivers Resource Management Plan and the Oregon Department of Fish and Wildlife—Lower Deschutes Coordinated Resource Management Plan, have had mixed results and are still in the process of being implemented. Several large scale cooperative volunteer efforts to plant trees in areas needing rehabilitation have been successful to varying degrees. Other factors limiting restoration or protection of riparian habitat include: various State, Federal and Tribal livestock grazing agreements, generally unrestricted livestock grazing and agricultural practices on private land and unforeseen natural occurrences (i.e. flood and wildfire) and increasing levels of recreation use.

Boat use on the river may impact riparian vegetation. A study was conducted during the summer of 1989 by the State of Oregon to evaluate the impact of motorized boating on riverbank erosion and turbidity on the Deschutes River.

Fish species of concern include resident trout, summer steelhead trout and chinook salmon.

The majority of the riparian vegetation adjacent to the Deschutes is in mid-seral (fair) to late seral (good) ecological condition. Some areas such as the islands are in potential natural plant community (climax condition). Areas with generally poor riparian vegetation include: most of the Warm Springs Reservation bordering the river, portions of the east bank from North Junction to the mouth, the Mecca to Trout Creek area, and the west bank from Fall Canyon to the mouth.

### Issue Description

A loss of riparian vegetation has resulted from livestock grazing, road and railroad construction and maintenance, riverbank erosion, and increasing recreational use.





## Issue: How should riparian areas be managed to protect water quality?

**Problem:** Loss or degradation of vegetation and soil due to livestock grazing has resulted in damage to fish habitat.

### Alt. 1 MORE USE

Livestock grazing would be managed to achieve or maintain riparian and upland vegetative condition between 25% and 50% of the plant composition found in the potential natural community (mid-seral or fair ecological condition) within 15 years. Areas presently in better condition would continue to be maintained. Grazing periods and/or stocking rates on BLM and Tribal pastures bordering the river and tributaries

would be modified to allow the desired vegetative recovery. **Segment 4:** Existing riparian livestock exclosures would be maintained until the vegetative community reaches the above objective. Following achievement of this objective, livestock grazing would be allowed consistent with management objectives.

### Alt. 2 NOW

Livestock grazing in all riparian areas on BLM land would be managed to reach full vegetative potential with a minimum of 60 percent of potential achieved within 15 years. State and Tribal lands would be managed for livestock grazing, wildlife habitat and riparian values. **Segment 1:** Livestock exclosures at Mecca Flat and between Cove Creek and the Locked Gate would be maintained. **Segment 2:** Riparian livestock exclosures between the Locked Gate and Maupin, on public and private lands, would be maintained. **Segment 3:** Exclosures at Beavertail and Macks Canyon would be maintained. **Segment 4:** Sensitive riparian habitat on State lands would continue to be

protected with livestock exclosures and recovery monitored. Sensitive riparian habitat on State and BLM land would be managed with livestock exclosures or grazing management systems. Present grazing systems would continue on upland State lands. Livestock exclosures would be constructed along Deschutes River tributaries on State lands to protect or restore riparian vegetation. Upland seeding and plantings would continue on public lands to improve habitat diversity. Artificial structures would be erected and maintained to enhance habitat for cavity nesting birds and other animals.

### Alt. 3 LESS USE

Livestock grazing in all riparian areas on public lands would be managed to reach full vegetative potential within 25 years. Livestock grazing would be allowed after management objectives are reached and if vegetative condition could be maintained. **Segment 1:** New livestock fencing would be constructed to exclude livestock from the riparian corridor of the river and tributaries on public land between Trout Creek Campground and Mecca Flat. Livestock watering access to the river and tributaries would be restricted to controlled points and only where upland watering alternatives do not exist or cannot be developed. Livestock riparian fencing would be constructed upstream from Trout Creek Campground above the east bank trail to reduce conflict with recreational access to the river. **Segment 2:** New livestock fence would be constructed to exclude livestock from public and Tribal lands in the corridor between the east bank access road and the river until vegetative recovery has occurred. Livestock watering access to the

river on public and Tribal and private lands would occur at small controlled sites only when alternative upland water sources are unavailable. **Segment 3:** New livestock fence would be constructed above the Macks Canyon Road to exclude livestock from public and Tribal lands within the river corridor during riparian recovery. New boundary fencing would be constructed between private and public lands at Sinamox, Ferry Canyon and Box Elder Canyon to prevent livestock from entering the riparian corridor on public land. New upland watering sources would be developed to eliminate the need for livestock access to the river. **Segment 4:** New livestock fencing would be constructed to exclude livestock from sections of riverbank not currently within established riparian livestock exclosures. Livestock access to the river or tributaries for water would be provided at controlled access points if upland watering sites were not available.

### Alt. 4. MUCH LESS USE

Livestock would be removed from all BLM, State and Tribal riparian areas on the river and tributaries. Planting of vegetation of native species only would occur to enhance natural succession. Livestock watering in tributaries would be allowed at controlled points where alternative upland watering sites are not available or could not be developed. No livestock watering would be allowed from the river. **Segment 1:** Planting of vegetation of native species only would occur primarily on upland sites void of trees

and shrubs. **Segment 2:** Livestock fencing adjacent to the east bank access road would be located above the road to reduce conflicts with recreational access to the river. Planting of native species only would occur to enhance natural succession. **Segment 3:** Fencing adjacent to the Macks Canyon Road would be located above the road to reduce conflicts with recreational access to the river. **Segment 4:** Livestock would be excluded from the entire riparian corridor by fencing or other means.



**Problem: Loss or degradation of vegetation and soil due to motor vehicle use has resulted in damage to fish habitat.**

**Alt. 1  
MORE  
USE**

Motor vehicle routes not designated would be closed and rehabilitated. **Segment 1:** Additional parking would be provided at existing boat launch sites at Mecca and Trout Creek. **Segment 2:** Additional parking areas would be developed at suitable sites outside of riparian areas. **Segment 3:** Additional vehicle parking would be

developed at suitable sites outside of riparian areas, including Buckhollow, Pine Tree, Beavertail and Macks Canyon. **Segment 4:** Additional vehicle parking would be provided for day and overnight use at Deschutes State Park adjacent to the riparian area.

**Alt. 2  
NOW**

Vehicle routes not designated would be closed and rehabilitated.

**Alt. 3  
LESS  
USE**

**Segments 1, 2 and 3:** Supplemental vegetative seeding or planting would be provided to speed vegetative recovery of areas previously degraded by vehicle use.

**Alt. 4.  
MUCH  
LESS  
USE**

**Segments 1, 2 and 3:** Supplemental seeding or planting and protection of native species only would be provided to speed the vegetative recovery of degraded riparian areas. **Segment 2:** Barriers of natural or artificial material would be installed to prevent unauthorized vehicle access into riparian areas such as Devil's Canyon, Oak

Springs, Handicap Ramp and other unnamed existing vehicle access sites. **Segment 3:** Barriers of natural or artificial material would be installed to prevent unauthorized vehicle access into riparian areas such as Buckhollow, Pine Tree, Jones, Rattlesnake and Ferry Canyons and at Sinamox.

**Problem: Loss or degradation of vegetation and soil due to human use associated with vehicle parking, camping and boating has resulted in damage to fish habitat.**

**Alt. 1  
MORE  
USE**

Existing camping facilities would be evaluated and improved to provide resource protection. No use restrictions would be instituted. **Segment 2:** Degraded campsites in the riparian zone in the vicinity of Devil's Canyon would be rehabilitated. **Segment 3:** Degraded campsites would be closed temporarily to prevent further resource dete-

rioration and allow for vegetative recovery. **Segment 4:** Campsites on the east bank between Lockit and Harris Canyon that are most suitable for motorboat camping would be set aside for that use.

**Alt. 2  
NOW**

No new facilities would be provided for motorboats. Camping use would continue at all suitable sites unless areas were closed for rehabilitation. **Segments 1, 2, 3, and 4:** Unstable riverbanks at heavily used sites would be stabilized.

**Alt. 3  
LESS  
USE**

Camping would be allowed only in sites set aside for camping. Basic site protection measures would be provided to minimize impacts. All existing boat launch areas would be redesigned/reconstructed, as needed, to minimize impacts on riparian areas. No existing boat launching area would be closed. New vehicle parking areas would

not be constructed in riparian areas. If streambank erosion and degradation of water quality (turbidity) due to motorboat use is determined to be significant, motorboat use would be restricted by segment. **Segments 1, 2, and 3:** Unstable riverbanks at heavily used sites would be stabilized.

**Alt. 4.  
MUCH  
LESS  
USE**

Camping would be allowed on public and Tribal lands in sites set aside for camping by reservation only. Basic site protection measures would be provided to minimize impacts. Existing major public boat launching/landing areas would be redesigned/reconstructed as needed to minimize impacts on riparian areas. Primitive and undeveloped launch sites would be closed and rehabilitated. Unstable riverbanks

at heavily used sites would be stabilized. **Segment 2:** No camping would be allowed on BLM, State or Tribal lands between Maupin and Buckhollow. Camping facilities would be provided at White River State Park, and private development would be encouraged at Tygh Valley and in Buckhollow Canyon.



# MANAGEMENT COMMON TO ALL ALTERNATIVES

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1. Livestock exclosures created by the railroad right-of-way fence will be maintained on BLM, State and Tribal lands.
2. Livestock riparian exclosures at Mecca, Davidson Flat, from Cove Creek to the Locked Gate, at Beavertail and Macks Canyon Campground will be maintained.
3. Livestock operators with grazing on interspersed private land will be encouraged to adjust their grazing management to coincide with the grazing schedule on adjacent public lands.
4. Areas of riparian vegetation presently in good or excellent vegetative condition will be maintained.
5. Managing agencies will seek cooperative agreements with private landowners to enhance riparian habitat.
6. Motor vehicles will be restricted to designated roads, parking and launching areas.
7. The managing agencies will discontinue sidecasting material that could enter the river or cover riparian vegetation during road maintenance activities. The managing agencies will recommend to other agencies and private landowners that road maintenance activities adjacent to the river not result in sidecasting material into the river or onto riparian vegetation. The managing agencies will require the railroad to limit maintenance and construction activities involving the sidecasting of material, vegetation cutting and herbicide spraying in riparian areas within railroad easements or rights of way to the minimum necessary to meet maintenance and/or construction needs so as to preserve riparian vegetation wherever possible.
8. The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes closure or limitation of vehicle use in riparian areas to protect vegetation. The State of Oregon and the Confederated Tribes of the Warm Springs Indian Reservation will continue to limit or restrict off-road vehicle travel on lands under their administration.
9. The managing agencies will coordinate and cooperate with county weed control officers on a regular basis in the control of noxious weeds. Control methods will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods on BLM lands will then be subjected to specific environmental analyses consistent

with that EIS. Control will be considered by the managing agencies on public and Tribal lands where efforts are coordinated with owners of adjoining infested, non-public lands. Proper grazing management will be emphasized after control to minimize possible reinfestation.

10. The managing agencies will agree to develop a consistent and well coordinated inventory, management plan implementation, funding and monitoring program for riparian areas along the Deschutes River and its tributaries to ensure that management objectives are met.
11. Existing fire regulations and prohibition of island camping will continue.
12. The existing motorboat closure adjacent to the Warm Springs Reservation will remain in effect.



# PROTECTION OF NATURAL AND CULTURAL RESOURCES

## FISH HABITAT/WATER QUALITY AND QUANTITY

**ISSUE: How should water quality and water flows be managed to protect or enhance fish habitat?**

### Background

Historically the Deschutes River has been renowned for its high water quality and stable flow. Maintenance or enhancement of river water quality and quantity is a prerequisite to maintaining fishery resources and recreational values. Water quality in the river has been impacted by a number of factors including hydroelectric development, irrigation, industrial and municipal water withdrawal, irrigation waste water return flows, as well as riverbank washing and watershed alterations.

The first major hydroelectric project on the Deschutes was Portland General Electric's Pelton Dam, completed in 1958. Major upstream irrigation storage and water withdrawal dates back to 1921 and the start-up of the Bureau of Reclamation's Deschutes Project. The upstream water storage and irrigation diversion projects altered the natural river flow patterns. The Lower Deschutes flow has been profoundly affected by regulation at the Pelton-Round Butte Complex. The Federal Energy Regulatory Commission has dictated that the discharge from this hydroelectric complex be at least 3,500 cubic feet per second (cfs) from March to June, except when river inflow is less.

Construction of the Pelton-Round Butte Hydroelectric Complex restricted gravel recruitment, regulated the river flow, and generally reduced the magnitude and frequency of high flow events. The river is no longer able to periodically flush itself of fine sediments and silt. Areas of formerly high quality gravel and cobble substrate have been inundated by silt and cemented, thus limiting their value as fish habitat. In other areas riparian vegetation which was maintained by fluctuating flow levels and the resulting water recharge of adjacent alluvial plains has been reduced by more evenly regulated river flow levels. Also, aquatic vegetation has become established on once important spawning areas, subsequently accelerating silt deposition.

The Confederated Tribes of the Warm Springs Indian Reservation have an unquantified implied treaty right for consumptive and non-consumptive uses of Deschutes River water. Other than the Federal Energy Regulatory Commission hydroelectric discharge requirements. The Oregon State Water Resources Board requires a minimum flow (at river mile 100) of not less than 3,000 cfs.

Protection or restoration of fish habitat has been affected by various land use practices within the watershed, including farming, livestock grazing, timber harvesting, road and railroad construction and maintenance and hydroelectric power production. Recreational use has also resulted in the loss of riparian vegetation and resulting unnatural riverbank washing.

Protection of river water quality and flow is affected by Federal regulations specifically dictating hydroelectric discharge, unquantified tribal water rights, the lack of adequate established minimum stream flow, limited funding of State and Federal environmental agencies responsible for monitoring and enforcing water quality standards, the inability to prevent accidental industrial or transportation spills and the inability to control the volume or chemical characteristics of irrigation return flows.

### Issue Description

Significant quantities of irrigation waste water, potentially containing a variety of agricultural chemicals and silt enter the river between the mouth of Trout Creek and Round Butte Dam. Winter cropland storm runoff into the river from the mouth to Nena Creek carries large quantities of silt and potentially harmful agricultural chemicals. Disturbance of spawning beds by wading anglers, motorboat wakes and jet pump action is also suspected.

Silt and fine sediments accumulating in the river channel from bank washing, irrigation return flow, overland flow, tributary input and natural glacial action have degraded important fish spawning and rearing areas. Spawning gravel recruitment immediately downstream from the Pelton-Round Butte Complex ended with the construction of the dams.





## **Issue: How should water quality and water flows be managed to protect or enhance fish habitat?**

**Problem: Lack of flow fluctuation to clean spawning gravel.**

**Alt. 1  
MORE  
USE**

No gravel replacement would occur.

**Alt. 2  
NOW**

No gravel replacement would occur.

**Alt. 3  
LESS  
USE**

No gravel replacement would occur.

**Alt. 4.  
MUCH  
LESS  
USE**

Gravel in primary fish spawning beds would be replaced through mechanical means in the upper three miles of river downstream from the Pelton Reregulating Dam.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

1. The managing agencies will recommend to the Oregon Department of Environmental Quality, Soil Conservation Service and North Unit Irrigation District, that irrigation water returns to the Deschutes River be reduced through better management of water flows within the canal system and/or the construction of settling ponds or other devices to reduce or eliminate the transport of silt and agricultural chemicals into the Deschutes River.

2. The managing agencies in cooperation with the Oregon Department of Environmental Quality will establish water quality standards in the Deschutes Basin and agree to monitor water quality in the area. Management objectives will also include reducing siltation and agricultural chemical introductions into the Deschutes River.

3. The managing agencies will recommend to the Federal Energy Regulatory Commission to periodically increase releases of water through Pelton Dam, especially in the early spring months, to provide for natural cleaning of silt from spawning gravel beds. Releases will be monitored to determine the effect on spawning beds.

4. The Oregon Department of Fish and Wildlife, State Parks and Recreation Department, Department of Environmental Quality and the Water Resources Department will establish an instream water right for the lower one hundred miles of the Deschutes River for fish, recreation and pollution abatement. The Confederated Tribes of the Warm Springs Indian Reservation have an existing unquantified water right in the Deschutes River.

5. A study was conducted by the State of Oregon to evaluate the impact of motorized boating on riverbank erosion and turbidity on the Deschutes during the summer of 1989. The results of that study will be used in the analysis of motorized boat impacts in the upcoming environmental impact statement.



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# PROTECTION OF NATURAL AND CULTURAL RESOURCES

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## WILDLIFE HABITAT/VEGETATION

**ISSUE: How should vegetation/wildlife habitat and conflicts between recreational users and wildlife be managed?**

### Background

Historical records indicate the Deschutes River Canyon, at the time of Lewis and Clark, was populated by a variety of wildlife species, including antelope, bighorn sheep, whitetail deer, elk and sharptail grouse. A variety of human-related factors subsequently led to the loss of these species. A major factor responsible for limited wildlife production in the canyon today has been habitat degradation from decades of livestock grazing, frequent wildfires and artificial manipulation of vegetation (i.e. spraying, burning and cultivation). Riparian vegetation is an important habitat component for big game, upland game birds and non-game wildlife. Upland brush patches, consisting of big sage, can also provide important wildlife hiding and thermal cover.

Wildlife seeking water and cover in the riparian corridor during the hot summer months are often harassed by recreational users and free-ranging dogs. Wintering waterfowl, raptors (including bald eagles) and big game are receiving increasing harassment from motorboat operation, particularly from December through February. Recreational litter, including monofilament line and plastic beverage packing has caused some direct wildlife loss as a result of ingestion or tangling.

Attempts at restoring or protecting wildlife habitat, including Bureau of Land Management—Two Rivers Resource Management Plan and the Oregon Department of Fish and Wildlife—Lower Deschutes Coordinated Resource Management Plan, have had mixed results and are still in the process of being implemented. Other management constraints limiting restoration or protection of wildlife habitat include: State, Federal and Tribal grazing agreements; livestock grazing and agricultural practices on private lands; and other budgetary and policy limitations imposed on State, Federal and Tribal resource managers. Several large scale volunteer efforts to plant trees in areas needing rehabilitation overall have had mixed results. Wildfires and recreational use on public lands have also changed wildlife and wildlife habitat. Recreational use, in the past a seasonal activity, now is occurring throughout the year.

### Issue Description

Many areas formerly covered with trees, native brush, grass and forbs have succumbed to wildfire, herbicides and irregular livestock distribution. The loss or degradation of wildlife habitat has manifested itself in the loss of wildlife species, the loss of nesting bird colonies and consistently low deer fawn survival.

Increased camping and boating within the canyon has resulted in increased wildlife disturbance, harassment and displacement, especially in the riparian corridor.





## Issue: How should wildlife habitat be managed?

**Problem:** Degradation of wildlife habitat due to livestock grazing has resulted in a reduction of wildlife populations and a loss of certain types of habitat.

### Alt. 1 MORE USE

The minimum acceptable condition of upland and riparian vegetation would be between 26% and 50% of the plant composition found in the potential natural community (mid-seral or fair ecological condition). Livestock forage allocation increases could occur in upland areas, based on improving vegetative condition. Livestock grazing where allowed in riparian areas, would continue as long as the vegetation could be maintained in fair ecological condition. Upland water sources would be developed for better livestock and wildlife distribution and forage utilization. Livestock grazing management on private lands would be dependent upon individual livestock operators.

**Segment 1:** Livestock exclosures at Mecca Flat and between Cove Creek and the Locked Gate would be maintained. Livestock grazing on public lands bordering the river would be managed to obtain 40% of vegetative potential. **Segment 2:** Livestock riparian exclosures between the Locked Gate and Maupin, on public and private lands, would be maintained. **Segment 3:** Livestock grazing on public lands bordering the river would be managed to obtain 40% of vegetative potential. **Segment 4:** Mid-canyon slope fencing would be constructed to provide better livestock range distribution and forage utilization.

### Alt. 2 NOW

Upland and riparian vegetation would be managed through livestock grazing management and range/wildlife habitat development to provide maximum wildlife habitat diversity with BLM lands reaching full vegetative potential with a minimum of 60% (ecological status of high mid-seral to low late seral state) being achieved within 15 years. Tribal and State lands would be managed for livestock grazing, wildlife habitat and riparian values. Livestock grazing on private lands would continue to vary by operator. **Segment 1:** Livestock exclosures at Mecca Flat and between Cove Creek and the Locked Gate would be maintained. **Segment 2:** Riparian livestock exclosures between the Locked Gate and Maupin, on public and private lands, would be maintained. **Segment 3:** Exclosures at Beavertail and Macks Canyon would be

maintained. **Segment 4:** Sensitive riparian habitat on State lands would continue to be protected with livestock exclosures and recovery monitored. Sensitive riparian habitat on State and BLM land would be managed with livestock exclosures or grazing management systems. Present grazing systems would continue on upland State lands. Livestock exclosure fencing would be constructed along Deschutes River tributaries on State lands to protect or restore riparian vegetation. Upland seeding and plantings would continue on public lands to improve habitat diversity. Artificial structures would be erected and maintained to enhance habitat for cavity nesting birds and other animals.

### Alt.3 LESS USE

Livestock grazing in all riparian areas on BLM, State and Tribal lands within the Deschutes River Canyon would be managed to achieve or maintain ecological status between 51% and 75% of the plant composition found in the potential natural plant community (late seral or good ecological condition). Livestock grazing would be allowed consistent with wildlife habitat objectives. Upland water sources would be developed for better livestock and wildlife distribution. Seeding, planting and fertilizing of best-suited species for site rehabilitation would occur. Controlled burning would be done in early seral (poor) condition areas. Artificial structures would be erected for wildlife species requiring cavities for nesting or hiding. **Segment 1:** New livestock exclosure fencing would be constructed to control livestock grazing on public lands between Trout Creek and Mecca Flat on the uphill side of the hiking trail to exclude livestock from the riparian zone. **Segment 2:** New livestock exclosure fencing would be erected on the

uphill side of the Deschutes Access Road on public lands to control livestock. Livestock would be controlled along Nena, Wapinitia, Stag and Bakeoven Creeks. **Segment 3:** New livestock exclosure fencing would be erected on the uphill side of the Macks Canyon Road on BLM lands to control livestock. Livestock exclosures would be constructed along Oak Brook, Rattlesnake, Jones and Macks Canyons to provide for riparian recovery. **Segment 4:** Sensitive riparian habitat on BLM and State lands would be protected from livestock grazing until recovery occurs. Existing watergaps to the river for livestock watering would be restricted in width to provide additional riparian protection. Livestock riparian exclosures would be constructed on perennial Deschutes River tributaries on public land (Ferry Spring, Gordon Canyon, Fall Canyon, Harris Canyon and Sixteen Canyon) to facilitate riparian recovery.

### Alt. 4. MUCH LESS USE

Livestock would be removed from all BLM, State and Tribal lands within the riparian areas on the river and tributaries. Planting of native species would occur to enhance natural plant succession. Vegetative condition would be managed to achieve or maintain ecological status between 76% and 100% of the plant composition found in the potential natural plant community (climax or excellent ecological condition) in both riparian and upland areas. Upland water sources would be developed for better wildlife

distribution. These areas would be protected to enhance natural revegetation and species diversity. Upland seeding, planting and fertilizing of native species, plus burning, and/or watering would be done to improve wildlife habitat diversity. Artificial structures would be erected for wildlife species requiring cavities for nesting or hiding. Reintroduction of native wildlife species would occur. Cooperative agreements for wildlife habitat improvements would be sought with private landowners.



**Problem:** Human activities including camping, vehicle use and motorboating have damaged vegetation and wildlife habitat and have disturbed, harassed and displaced wildlife.

**Alt. 1  
MORE  
USE**

Wildlife areas in need of rehabilitation would be rehabilitated through plantings and other vegetative manipulation. There would be no new restrictions on camping or boating. New campsites would be developed both inside and outside the riparian zone.

No new motor vehicle access would be provided in **Segments 1, 2, 3 or 4.**

**Segment 1:** New vehicle parking developments would be provided so as to minimize

impacts to wildlife habitat. **Segment 2:** Campsites within the riparian zone at Devil's Canyon, RM 56, the Handicap Ramp and Oak Springs would be stabilized or rehabilitated to allow vegetative recovery. **Segment 3:** Campsites within the riparian zone at Gert and Ferry Canyons would be stabilized or rehabilitated to allow vegetative recovery.

**Alt. 2  
NOW**

Camping would continue without additional restriction, but some campsites would be rehabilitated. The planting of trees in heavily used areas would continue. No new facilities would be provided. No boating restrictions would be implemented. No new motor vehicle access would be provided. **Segment 2:** Campsites within the riparian zone at Devil's Canyon, the Handicap Ramp and Oak Springs would be stabilized or

rehabilitated to allow vegetative recovery. **Segment 3:** Campsites within the riparian zone at Gert and Ferry Canyons would be stabilized or rehabilitated to allow vegetative recovery. **Segment 4:** Campsites within the riparian zone at Steelie Flat, Homestead Flat and Robertson Flat would be stabilized, rehabilitated and/or temporarily closed to allow vegetative recovery.

**Alt. 3  
LESS  
USE**

Camping would be restricted in sensitive wildlife areas and areas in need of rehabilitation. No new motor vehicle access would be provided. Camping would be allowed in riparian areas if management objectives could be met. Supplemental watering would be used to establish new tree and shrub growth of the best suited species around these sites. All dogs would be required to be kept on a leash except while actually hunting during established hunting seasons. **Segment 2:** Campsites

within the riparian zone in the vicinity of Devil's Canyon, the Handicap Ramp and Oak Springs would be stabilized, rehabilitated or temporarily closed to allow vegetative recovery. **Segment 3:** Campsites within the riparian zone at Gert and Ferry Canyons would be closed to allow vegetative recovery. **Segment 4:** Campsites within the riparian zone at Steelie Flat, Homestead Flat and Robertson Flat would be stabilized or rehabilitated to allow vegetative recovery.

**Alt. 4.  
MUCH  
LESS  
USE**

No camping would be allowed in sensitive wildlife habitats. Boating restrictions would be instituted within sensitive wildlife areas during periods when disturbance to these species would be severe. Existing sensitive waterfowl nesting and resting areas, as well as small game and bird habitat, would be enhanced through plantings of native species and other vegetative manipulation. Former native species of wildlife such as

desert bighorn sheep and sharptailed grouse would be reintroduced. All dogs would be banned except while actually hunting during established hunting seasons. All campsites within the riparian zone would be closed unless set aside for camping. New campsites would include planting of native species of trees and shrubs which are beneficial to wildlife.



# MANAGEMENT COMMON TO ALL ALTERNATIVES

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1. BLM will continue to implement decisions in the Two Rivers Resource Management Plan regarding increasing public land holdings in the Deschutes River Canyon through exchange or other means to increase/improve overall wildlife habitat. The State of Oregon will also participate in public land acquisition.

2. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of wildlife and other natural resources in the Deschutes River Canyon.

3. The managing agencies will improve overall coordination of wildlife habitat inventories and management efforts to ensure that management objectives are met.

4. The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes total closure or limiting vehicle travel to existing or designated roads to protect or enhance wildlife habitat and other values.

5. The managing agencies will coordinate and cooperate with county weed control officers on a regular basis in the control of noxious weeds. Control methods will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods will then be subjected to site specific environmental analyses consistent with that EIS. Control will be considered by the managing agencies on public and tribal lands where efforts are coordinated with owners of adjoining infested, non public lands. Proper grazing management will be emphasized after control to minimize possible reinfestation.

6. Off reservation treaty rights related to plants and animals with traditional significance to the tribes will be recognized by the managing agencies. No management actions which would adversely affect identified root digging areas, medicine gathering areas or animal species such as otter, eagles and sensitive waterfowl nesting will occur.

7. The managing agencies will initiate informal and formal consultation with the U.S. Fish and Wildlife Service (USFWS) on all proposed actions which may affect any Federally listed or candidate threatened or endangered species. Consultation will be done in accordance with Section 7 of the Endangered Species Act, as amended.

8. Existing fire restrictions will remain in effect.

9. Prohibition of island camping will continue.

10. Degraded campsites needing rehabilitation will be closed until vegetative recovery has occurred. Once rehabilitation is complete, human activities such as camping and vehicle use may be allowed if the areas are capable of sustaining use and that use is consistent with management objectives.

11. New camping areas/facilities will be located outside of riparian areas and away from sensitive wildlife habitats.



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# PROTECTION OF NATURAL AND CULTURAL RESOURCES

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## HISTORICAL/ARCHAEOLOGICAL RESOURCES

**Issue: How should historical/archaeological resources be managed in conjunction with other uses?**

### Background

The diversity of historical/archaeological resources within the Deschutes River canyon include sites and materials which offer evidence of a continuum of human occupation spanning many thousands of years. While these resources are of primary importance in interpreting the changing cultural utilization of the area over the millennia, they also continue to be vital in the recognition and practice of traditional tribal cultures.

These sites include villages, camps, areas of food gathering and preparation, shell middens, rockshelters, rock art sites, rock features (such as cairns and walls), quarry sources, along with trails and river crossing sites. Other sites and materials which continue to be essential in traditional cultures include plant gathering areas and materials, hunting locations, fishing stations, burial locations, and other sites and materials of cultural/religious significance.

Additional historical/archaeological resources which offer research and interpretive potential include evidence of historic use and development of the area, such as homesteads, railroad and other transportation routes and mining.

No comprehensive database documenting these resources exists for the Deschutes River canyon. Initial historical/archaeological resource inventory has been conducted on less than half of the land base. Due to limited monitoring programs, most of even this information is outdated. Those sites which have been documented lack evaluation as to their significance. Tribal traditional concerns have not been sufficiently documented or incorporated into the existing database.

This situation has been compounded by the complexity of ownership within the area. There has been a lack of common management goals and coordinated resource plans, as well as a lack of coordination between historical/archaeological resource staffs and law enforcement personnel.

### Issue Description

The existing condition and significance of known historical/archaeological resource sites are not quantified. It is estimated that at least 50% of villages, campsites and rockshelters have been vandalized. Most historical/archaeological resource sites along the river have had some degree of disturbance. Those historical/archaeological resource sites further away from the river have not been examined.

The impact on historical/archaeological resources is increasing with the increase in recreational use of the river. This impact stems from a variety of sources including illegal digging and artifact collection, induced erosion, facilities and road construction/maintenance, vegetation manipulation, fire and chemical pollution as well as visual impacts.

Law enforcement efforts aimed at stopping the vandalism of historical/archaeological sites and materials have been insufficient. Efforts toward public awareness and education of the significance of the resources and of the laws pertaining to their protection have been insufficient and uncoordinated between the managing agencies.





**Problem: Impact of recreational use (camping, day use, boat launching, parking, roads, facilities) on historical/archaeological resources.**

Alt. 1 MORE USE	Significant historical/archaeological resources would be protected, stabilized or excavated in all areas where high levels of recreation use occur.	
Alt. 2 NOW	Impacts to historical/archaeological resources due to ground-disturbing activities would be mitigated prior to implementation on Tribal, State and BLM lands.	
Alt. 3 LESS USE	Recreational use would be managed to reduce impacts on significant historical/archaeological resources. Impacts would be mitigated.	Impacts to historical/archaeological resources through construction would be considered prior to implementation on private lands (using co-op agreements).
Alt. 4. MUCH LESS USE	Recreational use would be restricted to protect significant historical/archaeological resources. Significant historical/archaeological resource sites would be interpreted.	No recreational use would be allowed on significant historical/archaeological resource sites if damage would occur or could not be mitigated.

**Problem: Vandalism.**

Alt. 1 MORE USE		
Alt. 2 NOW	Existing law enforcement agreements would be continued. Existing interpretive facilities would be continued. Limited historical/archaeological resource site monitoring would occur on BLM lands.	
Alt. 3 LESS USE	Landowners would be educated concerning existing historical/archaeological resource laws, regulations and law enforcement/investigation procedures. Interpretive programs (on and off the river) would be emphasized. Law enforcement agreements	between BLM and Sherman and Jefferson Counties would be established. Monitoring program on all lands adjacent to the river would be developed and implemented.
Alt. 4. MUCH LESS USE	Regular aerial surveillance of the area would be conducted. Remote sensing devices would be utilized to monitor vandalism. Owners of private collections of cultural material from the river area would be encouraged to make the material available for study and display.	



## **Problem: Livestock Grazing.**

### **Alt. 1 MORE USE**

Livestock grazing would be managed to reduce effects on significant historical/archaeological resource sites from trampling.

### **Alt. 2 NOW**

Range improvement projects would continue to be evaluated for effects to historical/archaeological resources on Tribal and BLM lands.

### **Alt. 3 LESS USE**

Livestock grazing would be managed to eliminate impacts to significant historical/archaeological resource sites from trampling.

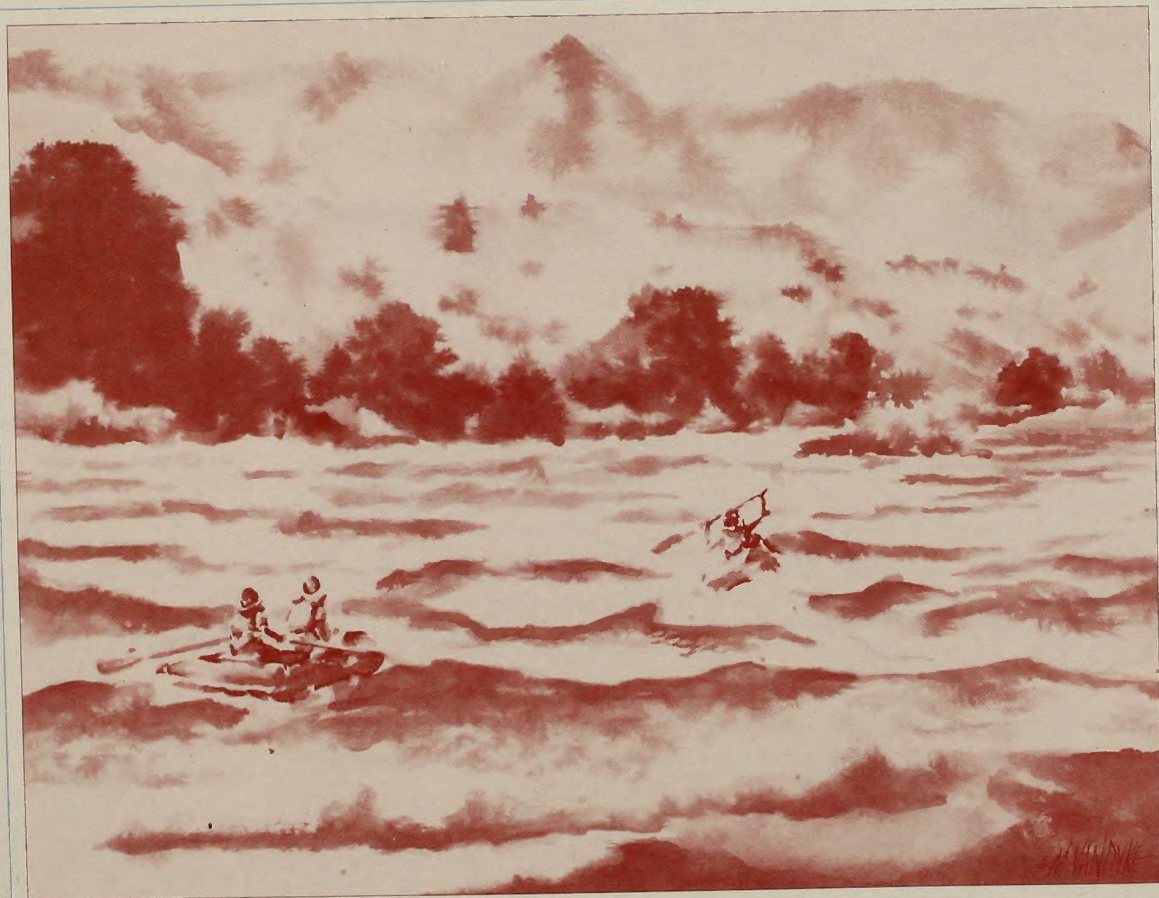
### **Alt. 4. MUCH LESS USE**

No livestock grazing would occur in areas where significant historical/archaeological values exist.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

1. The managing agencies will manage the historical/archaeological resources within the Deschutes River canyon through a coordinated plan of goals and objectives common to BLM, Tribal and State land. Private landowners will be encouraged to participate in this process.
2. The managing agencies will compile and maintain a historical/archaeological resource database/atlas, incorporating known and/or recorded historical/archaeological resource sites (including information gleaned from ethnographic and historic sources and oral histories). The Tribes will contribute information on significant traditional use sites/materials. In addition, overlay maps documenting all historical/archaeological resource inventory information will be maintained.
3. The managing agencies will continue to inventory lands under their jurisdictions for historical/archaeological resources and evaluate the significance of known historical/archaeological resource sites.
4. The managing agencies will routinely consult with, and invite the participation of, the Tribes in the early planning stages of proposed surface disturbing activities.
5. The managing agencies will coordinate fire control plans with historical/archaeological resource concerns (e.g., aggressively fighting fire to protect historic structures).
6. The managing agencies will stabilize and protect historical/archaeological resource sites from human-caused or natural sources of erosion or deterioration.
7. The managing agencies will increase emphasis on enforcement of established laws, regulations and policies related to the protection and preservation of historical/archaeological resource values. A monitoring plan will be developed and implemented to ensure adequate protection.
8. The managing agencies will develop and implement a public information/education program aimed at increasing public awareness of the significance of historical/archaeological resources.







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# RECREATIONAL ACTIVITIES

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## BOATING: NON-MOTORIZED

### **ISSUE: How should non-motorized boating be managed?**

#### **Background**

The Deschutes River is one of the most popular float rivers in Oregon. Its year-round flow, proximity to major population centers in Portland and the Willamette Valley, world class fishing and whitewater opportunities make it a popular destination for thousands of boaters, both motorized and non-motorized.

The scenic beauty of the canyon and river attracts boaters. There is great variation in the daily and seasonal distribution of use. People float the river for a variety of reasons, but primarily for whitewater adventure and/or fishing.

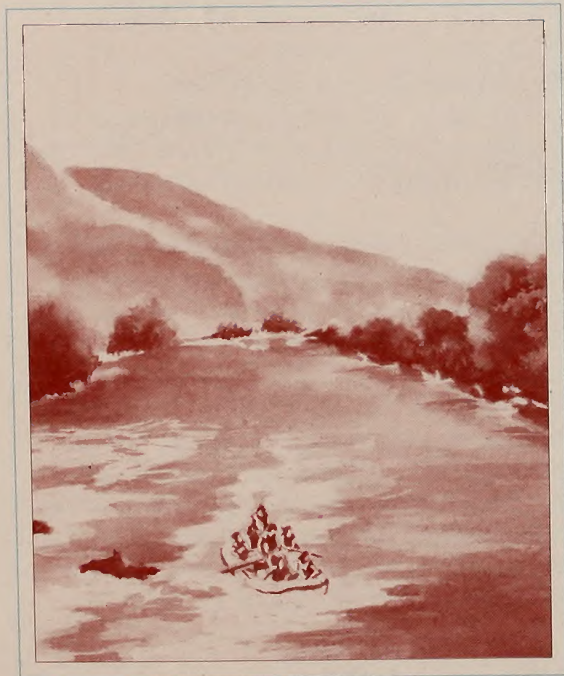
Every conceivable type of floating craft can be found, including rafts, drift boats, kayaks and canoes. Non-traditional "craft" are also found, such as inner tube "rafts" and fishing float tubes. Rafts and drift boats are the principal type of non-motorized boats.

Use data indicate that the popularity of the river increased dramatically in the late 1970s and early 1980s and has continued to increase in recent years. In 1975, total boating use was estimated at approximately 60,000 boater days. In 1988 nearly 130,000 boater days of use occurred (motorized and non-motorized). Float use varies considerably from segment to segment. In segments 1 and 2, whitewater is a popular attraction. Segments 2 and 3 have easy access and more day use. Segment 4 is less popular for whitewater and more popular for fishing. Daily boater use levels during the 1988 primary use season are shown in Appendix 2.

Presently, there are no restrictions on float use other than the State of Oregon boater pass fee of \$1.75 per person per day or \$12 per year and a recommended private party size and a mandatory guided party size of 16 people.

#### **Issue Description**

The growth of float boating has prompted concerns over competition for and damage to camp areas, conflicts between non-motorized float boaters and motorized boaters, anglers, landowners, etc. The problems are most evident during weekends in the summer and early fall.





## Issue: How should non-motorized boating be managed?

### Problem: Congestion and user conflicts.

#### Alt. 1 MORE USE

Boating use levels would not be restricted in any segment.

Launch and landing sites at Mecca Flat, Trout Creek, South Junction, Devil's Canyon, Rainbow Bend, Beavertail, Macks Canyon Campground, Heritage Landing and Deschutes State Park would be redesigned/reconstructed to better accommodate boat use. Additional launch sites would be developed at Dry Creek on the Warm Springs Reservation and other sites, as needed, if significant impacts to other resources or uses

could be mitigated or avoided. Group size would be limited to a maximum of 30 people in segment 2 and 16 people in segments 1 and 3 and 24 people per party in segment 4. There would be no limit on the number of groups per day.

Anglers utilizing float tubes would be required to wear fluorescent clothing to make them more visible to boaters.

#### Alt. 2 NOW

Boating use levels would not be restricted in any segment.

Existing developed and undeveloped launch sites would continue to be used. A group size of 16 would be recommended for private boating groups. Group size for

guides and outfitters would be limited to 16 people per party with no limitation on the number of groups. There would not be any limit placed on the number of guides.

#### Alt. 3 LESS USE

Boating use levels would be regulated through a limited entry system utilizing one of the allocation and rationing systems similar to those in the Allocation and Rationing section. Motorized and non-motorized daily boater numbers would be limited to a maximum of 425 in segment 1, 475 in segment 2 and 50 in segment 3 from May 15 to September 15. Boater numbers in segment 4 would be limited to 150 boaters per day from May 15 to October 15.

All floating craft would be required to display an identification number. Existing launch sites at Warm Springs, Trout Creek, Maupin City Park, and Heritage Landing would be maintained in their present condition. **Segment 1:** The launch site at South Junction would be improved to provide safer entrance to the river and minimize disturbance of the railroad grade. **Segment 2:** The launch sites at Devil's Canyon, Harpham Flat and Rainbow Bend would be improved for better bank protection. Improvements would also be made for boat landings at Sandy Beach and all boaters

would be required to land there. The Sherars Falls landing site would be closed and alternative facilities would be provided at Sandy Beach. **Segment 3:** The launch sites at the Pine Tree, Little Sandy Beach, Beavertail and Macks Canyon Campground would be improved to provide better bank protection and to enhance watercraft safety.

The remaining small launch sites would be closed and rehabilitated.

Group size would be limited to a maximum of 16 people per party per day in **Segments 1, 3 and 4** and 24 people per party per day in **Segment 2**. The number of starts per party per day would be limited to three in segment 2 and one in segments 1, 3 and 4.

A pass-through zone would be established from the upstream end of Rattlesnake Rapids to the no-wake zone at Moody. Float tubes would be banned in segment 4.

#### Alt. 4. MUCH LESS USE

Boating use levels would be regulated by utilizing an allocation and rationing system similar to those in the Allocation and Rationing section. Non-motorized daily boater numbers would be limited to a maximum of 300 in segment 1, 300 in segment 2 and 30 in segment 3 from May 15 to September 15. Non-motorized boater numbers in segment 4 would be limited to 100 boaters per day from May 15 to October 15.

All floating craft would be required to display an identification number. Boat launch-

ing and landing would only be allowed at Warm Springs, Trout Creek, Harpham Flat, Maupin City Park, Sandy Beach, Pine Tree, Beavertail, Macks Canyon and Heritage Landing. No new launching facilities would be constructed. All remaining primitive/undeveloped launch sites would be closed and rehabilitated.

Group size would be limited to a maximum of 12 people per party per day. A pass-through zone would be established from Moody to Colorado Rapids.



## **Problem: Competition for campsites and fishing areas.**

### **Alt. 1 MORE USE**

Camping would be allowed only in sites set aside for camping.

### **Alt. 2 NOW**

Camping would continue without additional restrictions. Undeveloped sites would not be developed.

### **Alt. 3 LESS USE**

Camping would be allowed only in areas set aside for camping on a first-come first-served basis. Existing undeveloped sites suitable for camping would have basic site protection measures taken.

### **Alt. 4. MUCH LESS USE**

Camping would be allowed on BLM, State and Tribal land in sites set aside for camping by reservation only. Undeveloped sites not suitable for camping or where

significant conflicts with riparian and wildlife values exist would be closed and rehabilitated.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

1. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material to gain public understanding of boating use regulations, availability of campsites and access to the river so as to disperse use, promote good outdoor manners and public safety.
2. The managing agencies will increase and better coordinate enforcement efforts regarding laws and administrative rules.
3. The managing agencies will develop a cooperative system for gathering and analyzing user data to maintain accurate monitoring information to ensure that management objectives are met.







# RECREATIONAL ACTIVITIES

## BOATING: MOTORIZED

### ISSUE: How should motorized boating be managed?

#### Background

The Deschutes River is one of the most popular boating rivers in Oregon. Its year-round flow, proximity to major population centers in Portland and the Willamette Valley, world class fishing and whitewater opportunities make it a popular destination for thousands of boaters, both motorized and non-motorized.

Motorized use on the Deschutes dates back to the 1950s and is primarily related to fishing. There is a great deal of variation in the daily and seasonal distribution of use, but quantitative data are absent. There is concern that motorboat use contributes to bank erosion, degrades water quality and disturbs fish spawning. There is no conclusive data to evaluate these perceived impacts. A study to evaluate streambank erosion and boating use levels was conducted by the State of Oregon during the summer of 1989. Results of that study will be incorporated into the draft plan/EIS scheduled for completion in the spring of 1990.

Virtually all motorized use involves the use of inboard or outboard "jet" boats that are propelled by a jet of water rather than a propeller. Jet boats are uniquely suited to operation on rivers with shallow water. They are less likely to be damaged than prop boats.

Motorized use is allowed on two-thirds of the river. No motors are allowed upstream from the northern boundary of the Warm Springs Reservation. From that point south to Pelton Dam, a distance of 31 miles, the river is closed year-round to all motorized boat use.

Study data from a 1979 Oregon Dept. of Fish and Wildlife creel count indicated that motorboat use upstream from Maupin constituted 10% of all boat use measured at the Deschutes Club Gate during the period of April to October.

Most motorboat use and conflicts occur in segment 4. This use contributes to competition for fishing and camping areas. Some users also resent the noise and wake that motorboats create. In 1981, 56% of the total boat use near the mouth (measured at Kloan RM 7.0) was motorized. This was up from 32% in 1980. The 1980 count was 536 boats during a period mid-July through October, or an average of five boats per day.

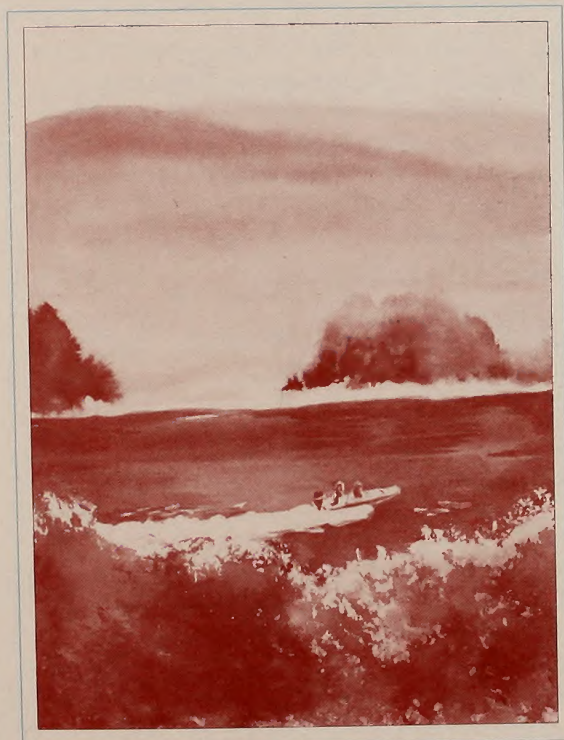
In 1989, motorboat use was monitored in segment 4 during July-September. The average number of motorboats per day was 19. For the entire season, there were 2,959 motorized trips (defined as travel in one direction) and 1,268 non-motorized trips. Motorized trips represent 70% of total trips, was 54% of all boat use days on the river.

A total of 178 individual jetboats were observed, with 25% being commercial guides, 75% private. However, commercial trips represent 60% of the total motorized trips. Most motorized boat use is limited to the lower 8.5 miles of river. Additional data is contained in a report entitled *Motorboat Use on the Deschutes River - 1989*.

#### Issue Description

The presence of motorboats on the Deschutes, especially in segment 4, contributes to congestion at launch sites and competition for fishing and camping areas. Many anglers and other users resent the noise, wake and competition from anglers using motorboats to reach their favorite fishing spot.

The issue also includes a concern over streambank erosion as it affects the condition of riparian areas, water quality and fisheries habitat that may result from boat wakes.





## Issue: How should motorized boating be managed?

### Problem: Congestion/User Conflicts.

#### Alt. 1 MORE USE

Boating use levels would not be restricted in any segment except that motor boats would not be allowed between Harpham Flat and Maupin City Park at any time.

Group size would be limited to seven people per boat in all segments. There would be no limit on the number of groups per day.

Launch and landing sites at Harpham Flat, Pine Tree, Beavertail, Macks Canyon Campground and Heritage Landing would be redesigned/reconstructed to better accommodate motorboat use.

#### Alt. 2 NOW

Boating use levels would not be restricted in any segment. Existing closures to motorboat use adjacent to the Warm Springs Indian Reservation would continue. No new launch sites or facilities would be provided.

Group size would not be limited except for guides and outfitters where they would be limited to 16 people. There would be no limit on the number of groups.

#### Alt.3 LESS USE

During periods of the year when motorboats are allowed, boating use levels would be regulated through a limited entry system. The system would utilize an allocation and rationing system similar to those in the Allocation and Rationing section.

Motorized and non-motorized daily boater numbers would be limited to a maximum of 425 in segment 1, 475 in segment 2 and 50 in segment 3 from May 15 to September 15. Boater numbers in segment 4 would be limited to 150 boaters per day from May 15 to October 15.

Motorized boat use would be confined to between sunrise and sunset in those segments of the river where motorboat use would be allowed. Motorboat size would be limited to 23 feet in 1991 and further restricted to 20 feet in 1995 in all segments of the river.

Group size would be limited to a maximum of seven people per boat per day in all segments. **Segment 1:** Motorboats would be prohibited downstream from the northern boundary of the Warm Springs Reservation, (as well as adjacent to the reservation) between May 15 and September 15. **Segment 2:** Motorboat use would be prohibited between May 15 and September 15. **Segment 3:** Motorboat use between Buckhollow and Macks Canyon Campground would be prohibited between Memorial Day and Labor Day. **Segment 4:** The present no-wake zone would continue downstream from Moody and a pass-through zone would be established from the no wake zone at Moody to the upstream end of Rattlesnake Rapids.

Launch facilities at Macks Canyon and Heritage Landing would be redesigned/reconstructed to better accommodate motorboat use.

#### Alt. 4. MUCH LESS USE

Motorboats would be banned on all segments on a year-round basis.



## **Problem: Competition for campsites and fishing areas.**

### **Alt. 1 MORE USE**

Camping would be allowed only in sites set aside for camping by motorboaters on a first come first served basis. In segment 4 approximately 15 new campsites capable

of accommodating motorboaters would be developed with basic site protection measures.

### **Alt. 2 NOW**

Camping would not be limited or restricted. Pass-through zones would not be established.  
The existing no-wake zone downstream from Moody in segment 4 would continue.

### **Alt. 3 LESS USE**

Camping would be allowed on BLM, State and Tribal lands in segment 4 in sites set aside for camping by motorboaters by reservation only.

### **Alt. 4. MUCH LESS USE**

Motorboats would be banned on all segments of the river on a year-round basis.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

1. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material to gain public understanding of motorboating use regulations, campsite availability and access to the river so as to disperse use, promote good outdoor manners, respect for other users while operating a motorboat and public safety.
2. The existing motorboat deadline at the northeast edge of the Confederated Tribes of the Warm Springs Indian Reservation which extends upstream to Pelton Dam will not be eliminated or modified under any alternative.
3. The managing agencies will increase and better coordinate enforcement efforts regarding laws and administrative rules.
4. The managing agencies will ensure that State noise standards for motorboats are enforced.
5. The managing agencies will develop a cooperative system for gathering and analyzing user data to maintain accurate monitoring information to ensure that management objectives are met.
6. The Oregon State Marine Board will consider regulations regarding the use of personal watercraft (jet skis) on the Deschutes River before the 1990 boating season.







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# RECREATIONAL ACTIVITIES

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## FISHING

**ISSUE: How should a quality fishing experience be maintained or enhanced?**

### Background

The Deschutes River attracts anglers from a wide area because of the diverse angling opportunities. During the summer of 1987 anglers interviewed at Heritage Landing originated from thirty-three different states and fourteen foreign countries. A number of angling restrictions have been imposed on the river over the years to protect the resource and limit angler numbers. Angling from a floating device has been prohibited for many years. In 1979 elimination of hatchery trout stocking and significant fish bag limit and terminal gear restrictions drastically reduced angler numbers. However, as angler numbers dropped, other recreation activities, including whitewater boating, increased. As other recreational use escalated, the conflicts with anglers has also increased.

Management constraints limiting resolution of angler-related conflicts include: unrestricted public recreational access to public lands and water; a limited number of preferred camp sites; public ignorance of proper river etiquette; unrestricted motorboat operation between the mouth and the northern reservation boundary; a limited amount of public river access; a limited number of boat launch/landing sites; and no restrictions on the number of commercial guides. Law enforcement funding limitations preclude adequate enforcement of various river regulations. Unmarked or poorly identified boundaries of public and private property aggravate the angler trespass problem.

### Issue Description

The fishing issue centers around: 1) competition for fishing areas; 2) competition for limited camping sites; 3) angler/boater conflicts (i.e. boating across fishing water); 4) noise and safety conflicts between bank anglers and motorboat users; 5) limited public angling access because of tribal or private property.





## Issue: How should a quality fishing experience be maintained or enhanced?

### Problem: Competition for fishing areas.

#### Alt. 1 MORE USE

Angling regulations would become more restrictive which could include catch and release. Public easements would be acquired on private lands on a willing seller basis. Angling from all islands would be allowed.

Anglers may have to pass up a fishing spot where they desire to fish because it was already occupied up to 50% of the time in segments 1 and 2 and up to 75% of the time in segments 3 and 4. **Segment 1:** A hiking trail would be developed on the east side of the river from Trout Creek to North Junction to better distribute anglers. More boating would be encouraged, except that the existing restriction on motorboats adjacent to the Warm Springs Reservation would remain in effect. Additional public parking would be provided adjacent to the Mecca Road to better distribute anglers. **Segment 2:** Hiking trails would be developed for better access along the west bank from White River to Nena Creek. Improvements to facilities would be made to encourage more boating, hiking and camping. Additional roadside vehicle parking areas would be provided

adjacent to the Deschutes Access Road. **Segment 3:** Hiking trails would be developed at the Twin Tunnels and Beavertail Peninsula to improve angler access to the river. Improvements to facilities would be made to encourage more boating, hiking and camping. Additional roadside vehicle parking areas would be provided adjacent to Macks Canyon Road. The public road into Ferry Canyon would be signed and re-opened for public use. **Segment 4:** Hiking trails along the river would be designated and signed to improve angler access. Walk-overs or walk-throughs would be installed and maintained in the riparian livestock enclosure fences to facilitate angler access to the river. Motor vehicle access would be limited to Macks Canyon Campground, Kloan, Heritage Landing and Deschutes State Park. The Eastside Access Road would be connected to the Macks Canyon Campground with a hiking, bicycle and horse trail. Other improvements to facilities would be made to encourage more boating, hiking and camping.

#### Alt. 2 NOW

Angling regulations would not change unless fish populations fall below the management objective. Additional public access would be provided through land exchanges or other means as opportunities arise. No new facilities would be provided. Existing camping length of stay regulations would remain in effect. **Segment 1:** The only restriction on boating would be for motorboats adjacent to the Warm Springs Reservation. **Segment 2:** Boating would not be restricted. **Segment 3:** No new

restrictions on boating or vehicle access would be imposed. **Segment 4:** Motor vehicle access would be limited to Macks Canyon, Kloan, Heritage Landing and Deschutes State Park. Bicycle use would continue on the Eastside Access Road upstream from Deschutes State Park. No additional access restrictions would be imposed on anglers.

#### Alt. 3 LESS USE

Angling regulations would be liberalized so long as fish populations meet management objectives. Changes could include an increased bag limit. Public fishing would be allowed on Tribal lands, however no additional vehicle access for fishing would be provided. Basic site protection measures would be provided at major fishing areas to better accommodate use. Riparian enhancement measures would be implemented to increase the number of desirable angling sites. Camping would be allowed in sites set aside for camping for seven days in developed sites and four days in undeveloped sites.

Anglers would not have to pass up a fishing spot where they desire to fish because it

was already occupied more than 20% of the time in segments 1 and 2 and no more than 30% of the time in segments 3 and 4. Motor vehicle access would be limited to Macks Canyon Campground, Kloan, Heritage Landing and Deschutes State Park in segment 4.

Bicycle use would be restricted to the Eastside Access Road in segment 4. Walk-throughs and walk-overs would be installed and maintained to facilitate angler access through riparian livestock enclosure fencing. The river between Moody Rapids and Rattlesnake Rapids would be designated for hike-in anglers only.

#### Alt. 4. MUCH LESS USE

Angling regulations would be liberalized so long as fish populations meet management objectives. Changes in regulations could include allowing fishing from a floating device. Basic site protection measures would be provided at high use areas. Riparian enhancement measures would be implemented to increase the number of preferred angling sites. Camping would be allowed in sites set aside for camping by reservation only, with group size limited to 12. Length of stay would be limited to 14 days for all

camping in roaded sections of the canyon and limited to 4 days in areas accessible only by boat. Anglers would not have to pass up a fishing spot where they desire to fish more than 20% of the time in any segment of the river. **Segment 2:** Vehicle access between Maupin and the Locked Gate would be reduced by 25% with the use of a visitor check-in/check-out station at the southern edge of Maupin. Parking would be restricted to designated areas.



## Problem: Conflicts with other users.

### Alt. 1 MORE USE

New campsites would be provided at sites away from major concentration areas to better disperse non-angling users. Campsites near fishing areas would be designated for use by anglers only. Campsites for non-anglers would be developed and/or designated in the least popular fishing areas, and on upland sites. Camping length of

stay would be limited to seven days in developed campgrounds and roaded sections and two days in campsites accessible only by boat. **Segment 4:** New campsites would be developed on upland sites in the Bull Run Canyon, Lockit and Fall Canyon-Harris Canyon areas to attract non-angling users away from the most desirable angling areas.

### Alt. 2 NOW

No additional user restrictions would be implemented.

### Alt. 3 LESS USE

Certain camping and angling areas would be designated for walk-in/drive-in use only during high fishing periods. **Segment 2:** Improvements for boat landings would be made at Sandy Beach and all boaters would be required to land there. The Sherars

Falls landing site would be closed. **Segment 4:** Voluntary compliance would be sought for designated 24-hour campsites.

### Alt. 4. MUCH LESS USE

Non-angling use levels would be limited during the most popular angling periods in areas with concentrated angling use. Camping would be in designated sites by

reservation only. Length of stay would be limited to 14 days in roaded sections and four days in sections accessible only by boat.

## MANAGEMENT COMMON TO ALL ALTERNATIVES

1. The BLM will continue to implement decisions in the Two Rivers Resource Management Plan regarding increasing public land ownership in the Deschutes River Canyon through exchange or other means to increase public fishing access to the river. No new public access roads will be constructed.

2. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of the Deschutes River fishery, good outdoor manners, public safety, angling rules and regulations as well as to better disperse angling and non-angling uses along the river.

3. The managing agencies will continue to coordinate enforcement of regulations and administrative rules. Level of enforcement will be increased on a cooperative basis.

4. On-the-ground identification of BLM, State, Tribal and private lands along the river will be completed by the managing agencies to reduce trespass.

5. The fishery in the Deschutes River will be managed by ODFW with the following major objectives:

<u>Species</u>	<u>Total Return</u>	<u>Harvest</u>	<u>Spawning Escapement</u>
Spring chinook	8,500 - 12,000	5,500 - 8,000	3,000 - 4,000
Fall chinook	10,000 - 12,000	4,000 - 5,000	6,000 - 7,000
Summer steelhead	16,000 - 22,000	6,000 - 12,000	10,000
Rainbow trout	managed as wild fish, maintained at a total population indicated by 1,500 - 2,500 fish per mile larger than eight inches in the Nena Creek area		
Bull trout	maintain existing population		
Sockeye	develop and maintain a self-sustaining run		

6. The managing agencies will develop a cooperative system for gathering and analyzing user data to maintain accurate monitoring information to ensure that management objectives are met.







# RECREATIONAL ACTIVITIES

## CAMPING

### **ISSUE: How should camping be managed?**

#### **Background**

Users are competing for campsites in every segment, particularly during peak use periods. While developed campgrounds exist at Trout Creek, Dry Creek, Maupin City Park, Beavertail, Macks Canyon and at the mouth, some do not have adequate facilities for the degree of use they experience. Users want both isolated and group camps and have differing needs for camp design and type of facilities, i.e. fishermen, car campers, boaters, hikers, etc. Length of camp stay and camp trading, particularly in segment 4, have been a problem. Some of this conflict is between private and commercial users, some between motorized and non-motorized boat users. Day users, such as hikers, hiking fishermen and picnickers compete for space in or near campsites.

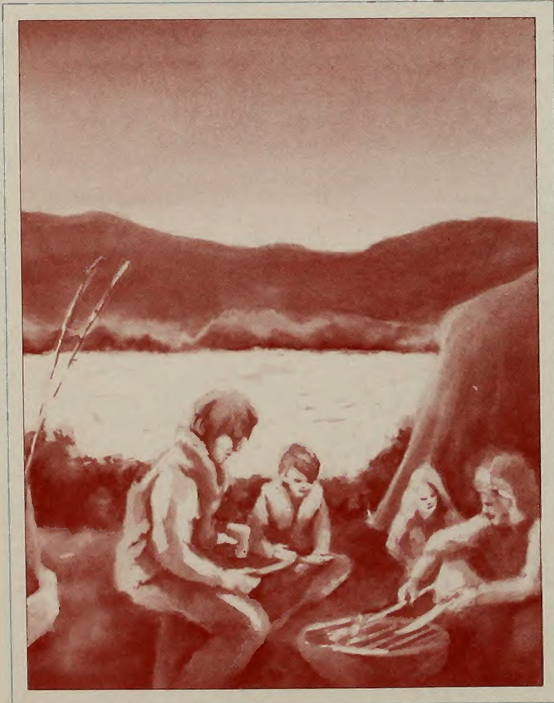
Managing agencies do not have a coordinated program to protect, select, stabilize, improve, expand or repair campsites or road and pathway access to campsites on the Deschutes. Random camping occurs where land ownership is unmarked or where land is under private or tribal ownership. Demand for camping areas open to the public causes some areas such as White Horse and Harpham Flat to be overcrowded. As a result, resource damage and trespassing onto private land also occurs. Other areas such as Sherars Falls, which is owned by the Warm Springs Tribes, have some facilities but receive extremely heavy camping use during peak fishing periods. Resource damage, public safety hazards and user conflicts often result.

Unoccupied "dummy" camps, campswitching, limited campsite movement from one site to another and excessive time in one campsite are problems which reduce the availability of campsites in segment 4 during the steelhead season (primarily from July to October).

There is a lack of shaded or screened campsites in some areas because of vegetation and tree loss in the past. Campsites without toilets have occasional litter, fire rings and human waste. Established campgrounds do not have well defined parking areas or roads. Random vehicle driving and parking destroys vegetation and contributes to riparian damage. There is no waste water disposal area for campers in most areas.

#### **Issue Description**

There is a high degree of competition for camping sites during peak use periods on the Deschutes. There is limited coordination between managing agencies for campsite facilities, standards and management. Some established campsites are being damaged by heavy use and are in need of rehabilitation or closure. In some areas, there are not enough campsites or basic site protection facilities to accomodate the present level of use.





## Issue: How should camping be managed?

### Problem: Campsite availability, quality of facilities and environment.

#### Alt. 1 MORE USE

Camping would be allowed on BLM, State and Tribal land on a first-come, first-served basis, in sites set aside for camping. Campers may have to camp within sight or sound of other camping parties up to 75% of the time in unroaded sections of the river and may have to pass up an already occupied higher quality site for a lower quality site which was available up to 50% of the time. Undeveloped sites suitable for camping would be developed with basic site protection measures taken. Length of stay would be limited to seven days in developed campgrounds and roaded sections and two days in campsites accessible by boat. Group size would be limited to a maximum of 25 people. Easements or leases for camping on private lands would be acquired on a willing seller basis. Private landowners would be encouraged to develop needed recreation facilities on their land to accommodate overnight and day use by the public. Trees would be planted in campsites lacking shade. **Segment 1:** approximately 170 undeveloped and four developed sites would be provided on BLM, leased private and Tribal lands.

A medium-sized campground with water and sanitation facilities, day use, launch site and parking area would be developed at Mecca Flat. A designated road system would be developed for a large campground, day-use area and boat launch at Trout Creek. Sanitation facilities would be upgraded and water would be provided. A medium-sized campground with water and sanitation facilities, day use, launch site and parking would be developed at Dry Creek and South Junction. **Segment 2:** approximately 42 undeveloped and 3 developed sites would be provided on BLM, leased private and Tribal lands.

A medium-sized campground with water and sanitation facilities would be developed in the upland area near the locked gate.

Rehabilitation of campsites would occur, including development of a small campground with water and sanitation facilities, day use, boat launch and parking at Devil's Canyon and Rainbow Bend. A designated road system would be developed at Harpham Flat for a large camping, day use and boat launch area if this private land is acquired. Parking and sanitation facilities would be upgraded and water would be provided. At Wapinitia a small campground with water, sanitation facilities and small parking area would be developed.

Administration of Maupin City Park would shift from the City of Maupin to Oregon State Parks Department. The park would then be redesigned and reconstructed to accommodate boat launching/landing, day use activities and public contact area. Land

#### Alt. 2 NOW

Camping would not be restricted except on Tribal lands. There would be no limitation on group size other than for guides. Existing length of stay limits of 14 days in all developed campsites and undeveloped campsites in segments 2 and 3 would continue. A length of stay limit of four days in the remaining undeveloped campsites would be continued. **Segment 1:** approximately 114 undeveloped and three developed sites would be provided. At Mecca Flat the existing toilet facilities, camping and launching area and access route would be maintained. No water would be provided. A designated road system would be developed for camping, day use and launch areas at the Trout Creek Campground, but sanitation facilities would be maintained in their present condition. No water would be provided.

At South Junction a road system and individual campsites would be designated. The existing launch area would be improved for safer entrance to the river and to minimize

near Maupin City Park would be developed with additional river access, camping, day use and vehicle parking. Areas suitable for camping and day use between Maupin and White River would be developed. Water, picnic tables and sanitation facilities would be provided at approximately six sites. Camping and day-use sites near Sherars Falls would be identified and sanitation facilities would be provided. **Segment 3:** approximately 56 undeveloped and two developed sites would be provided between Buckhollow and Macks Canyon Campground for camping and day use. Water, picnic tables and sanitation facilities would be provided in some locations. The designated road systems at Beavertail and Macks Canyon Campgrounds would be upgraded. These areas would also be expanded and upgraded to accommodate more camping and day use. Launching areas would be improved for more use. Additional sanitation facilities would also be provided. **Segment 4:** approximately 131 undeveloped and one developed site would be provided on BLM and State lands.

Campsites on the east bank between Lockit and Harris Canyon that are most suitable for motorboat camping would be set aside for that use.

A small camping and day-use area would be established by Oregon State Parks Department on State land at Kloan. The access road would also be improved to allow safe 4-wheel drive vehicle travel during the summer and fall months.

At Heritage Landing additional vehicle and boat trailer parking would be provided. Separate, larger boat ramps would be developed for launching and landing. Additional sanitation facilities and more drinking water would be provided. A trailhead on the west bank with public information/interpretive signs would be provided for trail users.

At Deschutes State Park the designated camping and day-use area would be expanded to accommodate more visitors. A boat launch area with parking for vehicles and trailers, sanitation facilities and water would also be provided. A trailhead with public information/interpretive signs and parking would be provided for trail users.

A campground stewardship program would be implemented on BLM land to allow up to 30 days of continuous camping in one undeveloped campsite. The steward would enhance the campground by planting and maintaining suitable vegetation or by other means.

disturbance of the railroad grade. No water would be provided. Existing facilities on Tribal land (Dry Creek) would be maintained to present standards. **Segment 2:** approximately 42 undeveloped sites and one developed site would be provided on BLM, leased private and Tribal lands. Devil's Canyon and Rainbow Bend would continue to be managed for primitive camping with no additional sanitation facilities, picnic tables or water. The existing launch areas would be improved to provide better bank protection. At Harpham Flat a designated road system, launch area and sanitation facilities would continue to be maintained. No water would be provided. Wapinitia would continue to be managed for day use and a small camping area. The launch area would continue to be used in its present condition. Maupin City Park would be managed primarily for day use. Approximately six locations now being used for camping would continue to be maintained between Maupin City Park and



## Alt. 2 NOW

White River with limited sanitation facilities and picnic tables. No water would be provided. Camping and day-use sites would be identified near Sherars Falls and sanitation facilities would be provided. **Segment 3:** approximately 56 undeveloped and two developed sites would be provided on BLM lands.

The existing road systems at Beavertail and Macks Canyon Campgrounds would be maintained but not up-graded. Launching areas would be improved to provide better bank protection and to enhance watercraft safety. Campsites and water services would

Camping would be limited to sites set aside for camping on BLM, State and Tribal lands. Group size would be limited to a maximum of 16 people. Length of stay would be limited to 14 days in all developed sites and four days in all undeveloped sites. All camping equipment and personal property would then be removed from the area and could not be relocated within 500 yards of the same site for a period of at least four days. Campers would not have to camp within sight or sound of other camping parties more than 25% of the time in unroaded sections of the river and would not have to pass up an already occupied higher quality site for a lower quality site which was available more than 20% of the time. Undeveloped sites suitable for camping but in need of stabilization would be developed with basic site protection measures taken. Other undeveloped sites would be closed and rehabilitated if conflicts with significant riparian and/or wildlife values exist. Campsites smaller than 500 square feet would be closed and rehabilitated. Basic site protection measures would be taken at new sites to better manage camping use and provide more diverse camping opportunities away from the river, such as horseback, hiking and mountain bike use. Existing campsites with a high fire hazard would have some vegetation removed to lessen the risk. **Segment 1:** approximately 56 undeveloped sites over 500 square feet in size, averaging 1/8 to 1/4 mile apart, and four developed sites would be provided on BLM, leased private and Tribal lands. Campsites having significant conflicts with wildlife, riparian values or other users would be closed and rehabilitated.

At Mecca Flat the existing toilet facilities would be maintained in their present condition. The existing camping and launching area and access route would be stabilized by defining designated campsites and roads and providing more bank protection through railroad tie steps and vegetative plantings. Water would be provided at this site. Camping and launching at Mecca, Trout Creek, South Junction, and Dry Creek Campgrounds would be limited to designated areas to minimize conflicts with riparian and wildlife values and other users. The Mecca Flat-Trout Cr. trail would be accessible from this area.

A designated road system would be developed for camping, day use and launch areas at the Trout Cr. Campground. Sanitation facilities would be maintained in their present condition. Water would be provided in the campground and day-use areas. The Mecca Flat-Trout Cr. Trail would be accessible from this area. A road system and individual campsites would be designated at South Junction. The existing launch area would be improved for safer entrance to the river while minimizing disturbance to the railroad grade. Water would be provided at this area. **Segment 2:** Approximately 35 undeveloped and three developed sites would be provided on BLM, leased private and Tribal lands. Camping party size for any one site would be limited to 30 between Locked Gate and Buckhollow.

The existing camping and launching area and access route at Devil's Canyon would be stabilized by designating campsites and roads and providing more bank protection through railroad tie steps and vegetative planting. Water and picnic tables would be provided. This area would continue to be managed for primitive camping with basic

be maintained at existing levels. **Segment 4:** approximately 119 undeveloped sites and one developed site would be provided on BLM and State lands. At Kloan, the existing 4-wheel drive access route to the Deschutes would not be maintained regularly. At Heritage Landing no additional parking areas, sanitation facilities or launch areas would be provided. Facilities at the Deschutes State Park would be expanded into the existing overflow area.

sanitation facilities provided. The existing launch area would be improved to provide better bank protection.

Rainbow Bend would continue to be managed for primitive camping with basic sanitation facilities, picnic tables and water provided. The existing launch area would be improved to provide better bank protection. At Harpham Flat a designated road system, launch area and sanitation facilities would continue to be maintained. Water would be provided. Wapinitia would be designated for day use only. Picnic tables and sanitation facilities would be provided. Water would be provided. Maupin City Park would be managed primarily for day use.

Approximately six locations now being used for camping between Maupin City Park and White River would continue to be managed for camping with basic sanitation facilities, picnic tables and water provided. In addition, one site away from the river would be developed with sanitation facilities, picnic tables and water. Camping and day-use sites would be identified at Sherars Falls. Additional sanitation facilities would be provided. **Segment 3:** approximately 46 undeveloped sites in stable condition over 500 square feet in size, averaging 1/8 to 1/4 miles apart, and two developed sites would be provided on BLM lands. Water would be provided at approximately four of these areas.

The designated road systems at Beavertail and Macks Canyon Campgrounds would be upgraded, but no additional campsites would be developed. Existing campsites and water facilities would be maintained at existing levels. **Segment 4:** campsites would be available by reservation for use from July 1 to October 1 of each year. No reservation system would be implemented for the remaining months of the year unless use exceeded identified standards. If this occurred, the campsite reservation system could be implemented on a year-round basis. In segment 4 approximately 55 undeveloped sites in stable condition over 500 square feet in size, averaging 1/8 to 1/4 miles apart, and one developed site would be provided on BLM and State lands. Campsites between Macks Canyon and Lockit would be designated for camping no longer than 24 hours from June to October. Access and camp areas for hiking, mountain bike and horseback riding on the trail between Macks Canyon and the Deschutes State Park would be provided.

A day-use area would be established from Heritage Landing to Rattlesnake Rapids. Water would be provided in camping areas near Harris Canyon and Colorado Rapids.

The existing 4-wheel drive access route to the Deschutes at Kloan would not be maintained regularly. Campsites on the west bank of the Deschutes from the old freebridge downstream to the first powerline crossing would be reserved for visitors who drive down the Kloan road to camp and fish.

At Heritage Landing no additional parking areas, sanitation facilities or launch sites would be provided. At Deschutes State Park no additional campsites, parking, sanitation facilities or day-use area would be provided; however, improved upriver access would be provided for hikers, mountain bikers and horseback riders. Overnight facilities for these users also would be provided along the trail.

## Alt. 3 LESS USE



Camping would be allowed on BLM, State and Tribal lands in sites set aside for camping by reservation only. All groups would be limited to a maximum of 12 people. Length of stay would be limited to 14 days for all camping in roaded sections of the canyon and limited to four days in areas accessible only by boat. All camping equipment and personal property would then be removed from the area and could not be relocated within 500 yards of the same site for a period of at least 14 days. Campers would not have to camp within sight or sound of other camping parties in unroaded sections of the river. Campsites having a stable site condition and over 700 square feet in size and having a user Campsite Quality rating between Average and Excellent would be assigned a specific campsite number. Camping in areas not designated by specific campsite numbers would be prohibited. Existing undeveloped sites where significant conflicts exist with riparian and wildlife values or having a high fire hazard would be closed and rehabilitated. **Segment 1:** approximately 153 undeveloped sites, averaging 1/4 mile apart, over 700 sq. ft. in size and having a user campsite quality rating between average and excellent and 4 developed sites would be provided on BLM, leased private and Tribal lands. Camping and launching at Mecca, Trout Creek, South Junction and Dry Creek Campgrounds would be limited to designated areas to minimize conflicts with riparian and wildlife values and other users. **Segment 2:** Approximately 17 undeveloped sites and two developed sites would be provided on BLM, leased private and Tribal lands. The existing launch areas at Rainbow Bend, Harpham Flat and Devil's Canyon would be improved to provide better bank protection. No camping would be allowed on BLM, State or Tribal lands between Maupin and

Buckhollow. Camping facilities would be provided at White River State Park and private development of camping facilities would be encouraged at Tygh Valley and in Buckhollow Canyon. **Segment 3:** approximately 37 undeveloped sites over 700 square feet in size averaging 1/4 mile apart, and having a user campsite quality rating between average and excellent and two developed sites would be provided on BLM lands. Water would be provided in approximately three of these areas. Access and camp areas for hiking, mountain bike and horseback riding on the trail between Macks Canyon and the Deschutes State Park would be provided. The designated road systems at Beavertail and Macks Canyon Campgrounds would continue to be maintained at their present standards. Additional campsites would be provided at Macks Canyon Campground for trail users. Launching areas at both campgrounds would be improved to provide better bank protection and to enhance safety. Existing campsites and water facilities would continue to be maintained. **Segment 4:** approximately 43 undeveloped sites over 700 square feet in size averaging 1/4 mile apart, and having a user campsite quality rating between average and excellent, and one developed site would be provided on BLM and State lands. At Kloan, the existing 4-wheel drive access route to the Deschutes would not be maintained regularly. However, campsites on the west bank of the Deschutes from the old freebridge downstream to the first powerline would be reserved for visitors who drive into this area from the Kloan road. At Heritage Landing no additional parking areas, sanitation facilities or launch areas would be provided.

## MANAGEMENT COMMON TO ALL ALTERNATIVES

1. The managing agencies will develop a cooperative system for gathering and analyzing user data to maintain accurate monitoring information to ensure that management objectives are met.
2. Camping will continue to be prohibited on all islands.
3. Campsites and other developed facilities in roaded segments of the river will be designed for access and use by the handicapped.
4. Campers will be required to pack out all human waste and garbage from sites with no sanitation or garbage facilities.
5. Degraded campsites needing rehabilitation will be closed until vegetative recovery has occurred. Once rehabilitation is complete, camping may be allowed if the campsites are capable of sustaining use and that use is consistent with management objectives.
6. New camping areas/facilities will be located outside of riparian areas and away from sensitive wildlife habitats.
7. Those areas where a water system exists or will be provided, will also have waste water disposal facilities for "gray water".



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# RECREATIONAL ACTIVITIES

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## GUIDED AND OUTFITTED SERVICES

### **ISSUE: How should guided and outfitted services along the Deschutes be managed?**

#### **Background**

Guides and outfitters have been operating on the Deschutes for many years. Guides and outfitters provide a unique service for a segment of the public who choose to have a professional fishing, whitewater, hunting or pleasure/sightseeing guide navigate and help them enjoy their favorite recreational activity on the Deschutes.

Guides and outfitters using BLM lands and facilities are permitted by BLM. All guides and outfitters are required to register with the State of Oregon.

The number of guides and outfitters permitted by the Bureau of Land Management has grown from 40 in 1978 to 138 in 1989. Guides and outfitters under BLM permit are managed according to current guide and outfitter permit stipulations that include administrative, party size, logo identification, campstay and resource protection stipulations. A yearly performance evaluation also occurs, based on compliance with permit stipulations.

The quality and professionalism of guides and outfitters vary. There are no limitations on the number of guides and outfitters on the Deschutes River. Unauthorized guides and outfitters also operate on the Deschutes. The ability of BLM to fieldcheck and impose administrative and/or criminal penalties when necessary on guides and outfitters has been limited. There are also many shuttle drivers operating on the Deschutes without permits to use BLM public roads for commercial gain. Raft rental businesses who deliver equipment by using BLM public roads are required to obtain a permit.

#### **Issue Description**

There are no limitations on the number of guided or outfitted services on the river. There are no training or experience requirements to obtain a BLM guide permit and no permit is required to use the lower 12 miles of State lands along the Deschutes. It is relatively easy to meet BLM and State Marine Board permit/license requirements since they do not accurately determine actual performance. In addition, some guides and outfitters do not comply with permit stipulations. Guides operate on the Deschutes without authorization and attempt to do business without detection by agencies and legal guides.





# **ISSUE: How should guided and outfitted services along the Deschutes be managed?**

## **Problem: Congestion.**

### **Alt. 1 MORE USE**

The number of guides and outfitters would not be limited. All guides and outfitters utilizing BLM land would be required to obtain a permit.

Group size for nonmotorized guides would be limited to 16 people per party in segments 1 and 3; 30 people per party in segment 2 and 24 people per party in segment 4. Motorized guides would be limited to seven people per boat in all segments. There would be no limit on the number of groups per day.

### **Alt. 2 NOW**

The number of guides and outfitters would not be limited. All guides and outfitters utilizing BLM land would be required to obtain a permit.

Group size would be limited to 16 people for all guides and outfitters. There would be no limit on the number of groups.

### **Alt. 3 LESS USE**

The number of guided and outfitted services would be controlled. (See the Allocation and Rationing section.)

Group size for nonmotorized guides would be limited to 16 people per party per day in segments 1, 3 and 4 and 24 people per party per day in segment 2. Motorized guides would be limited to seven people per boat per day in all segments.

A portion of the sites set aside for camping in segment 4 would be available to guides only.

### **Alt. 4 MUCH LESS USE**

Guides with motorboats would be banned on all segments on a year-round basis.

The number of nonmotorized guided and outfitted services would be controlled. (See the Allocation and Rationing section.)

Group size for nonmotorized guides would be limited to 12 people per party per day in all segments. No motorized boat use would be allowed in any segment.



## **Problem: Public Safety.**

### **Alt. 1 MORE USE**

Guides and outfitters would be required to meet minimum requirements to qualify for a permit.

### **Alt. 2 NOW**

Guides and outfitters would be required to meet minimum requirements to qualify for a permit.

### **Alt. 3 LESS USE**

Guides and outfitters would be required to be certified for operation on the Deschutes River.

### **Alt. 4. MUCH LESS USE**

Guides and outfitters as well as their equipment would be required to be certified for operation on the Deschutes River.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

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1. The managing agencies will continue to coordinate permit requirements and regulatory controls.
2. The managing agencies will develop and implement a more uniform and consolidated system for the issuance, administration and enforcement of permits in the entire planning area.
3. The managing agencies will emphasize the development of a coordinated public information and education program utilizing guided and outfitted services as dispensers of brochures, maps and/or other material to gain better public understanding of individual stewardship responsibilities while using the Deschutes River.
4. The managing agencies will ensure that shuttle services are in compliance with PUC rules and regulations. A permit will be required for all commercial services utilizing BLM roads and/or facilities.







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# RECREATIONAL ACTIVITIES

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## ACCESS: ROADS, LAUNCH SITES AND TRAILS

**ISSUE: What action should be taken with regard to public access?**

### Background

Access, as used here, means the ability of recreationists to reach the areas in which they wish to recreate. Access to the Deschutes River recreation area and the bed of the river by recreationists is primarily limited by three factors: the steep topography of the canyon, extensive private and tribal lands through which the public cannot pass, and the present state of the road and trail system. While some all-weather roads exist along the Deschutes which provide public vehicle access to the river, most roads are dirt or gravel surfaced which restrict the types of vehicles which may safely travel over them.

Short segments of developed hiking trails exist; however, the bulk of hiking use occurs along the abandoned sections of railroad grade or in areas where primitive paths have been created by anglers walking along the river.

Private property and tribal rights preclude public use of the river bed in some areas. The BLM and State have pursued a policy of acquiring private lands for public access and use. A number of key launch and landing sites have not been fully developed. During periods of high use, crowding at landing sites can cause safety hazards and public inconvenience. This is particularly true at Sherars Falls, Sandy Beach and Harpham Flat.

### Issue Description

Many of the launch and landing sites are not adequately developed. As a result, problems with crowding, dust and rude behavior occur during periods of high use. After gaining access to the river, boaters have limited access to fishing sites and campgrounds because of private and Tribal ownership of lands along the river as well as the river bed itself for purposes of wading while fishing. The limited number and primitive quality of roads and trails in the canyon also restrict access by recreationists.





## Issue: What actions should be taken with regard to public access?

### Problem: Safety and traffic volume on roads.

<b>Alt. 1 MORE USE</b>	Roads at Mecca Flat and Trout Creek, between Maupin and Locked Gate, Buckhollow and Macks Canyon and at Kloan would be upgraded to design and safety standards adequate to accommodate increased traffic volumes. This would include acquisition of public easements where needed, widening of roadbed in unsafe sections and oil or	gravel surfacing. Guard rails would be installed along narrow road sections of the Maupin to Locked Gate, Maupin to Sherars Falls and the Buckhollow to Macks Canyon Roads in segments 2 and 3.
<b>Alt. 2 NOW</b>	Existing roads would be maintained to present standards. Designated road systems would be developed at Trout Creek Campground and South Junction in segment 1 and at Harpham Flat in segment 2. In segment 4 the	existing 4-wheel drive access route to the Deschutes at Kloan would remain in its present condition.
<b>Alt. 3 LESS USE</b>	Existing access roads would be upgraded to meet safety standards adequate to accommodate existing traffic volumes. Designated roads would be defined at Mecca Flat, Trout Creek and South Junction	in segment 1, at Devil's Canyon and Harpham Flat in segment 2 and at Beavertail and Macks Canyon Campground in segment 3. Motor vehicle parking along the Deschutes Access Road would be limited to designated areas in segment 2.
<b>Alt. 4. MUCH LESS USE</b>	The access road from Sherars Falls to Locked Gate would be upgraded to meet minimum safety standards to meet management objectives. Designated roads would be defined at Mecca Flat, Trout Creek and South Junction in segment 1 and at Devil's Canyon and Rainbow Bend in segment 2. In segment 4 the	existing 4-wheel drive access route to the Deschutes at Kloan would remain in its present condition. Vehicle traffic would be limited to vehicles designed to carry 15 passengers or less.

### Problem: Inadequate and unsafe parking areas and pullouts.

<b>Alt. 1 MORE USE</b>	Existing parking and roadside pullouts would be redesigned/reconstructed, if needed, to better accommodate vehicle parking, reduce congestion and improve public safety. New parking and pullouts in upland areas would be constructed if conflicts with other users and resources could be mitigated. <b>Segment 1:</b> Parking areas would be developed along with campgrounds at Mecca Flat and South Junction. <b>Segment 2:</b> Parking areas would be developed or improved at Devil's Canyon, Rainbow Bend, Harpham	Flat, Wapinitia, Boxcar Rapids, Maupin City Park, Sandy Beach and suitable areas between Maupin and White River. <b>Segment 3:</b> Parking areas would be enlarged in conjunction with expansion of Beavertail and Macks Canyon campgrounds and included with development of suitable areas for camping and day use between Buckhollow and Macks Canyon campground. <b>Segment 4:</b> Parking areas would be enlarged at Heritage Landing and Deschutes State Park and developed at Kloan and other suitable camping and day-use areas.
<b>Alt. 2 NOW</b>	Existing parking areas would be maintained to present standards. No additional development would occur.	
<b>Alt. 3 LESS USE</b>	Parking areas and roadside pullouts outside of riparian areas or other sensitive wildlife habitats would be maintained or improved to disperse recreation use and improve public safety. Other parking areas and unsafe roadside pullouts would be closed and rehabilitated.	Existing parking areas outside riparian and other sensitive areas would be "hardened" to better accommodate vehicle parking and to protect resources.



## Problem: Safety, congestion and resource damage at launch and landing sites

### Alt. 1 MORE USE

Launch and landing sites at Mecca Flat, Trout Creek and South Junction in **Segment 1**; Devil's Canyon, Rainbow Bend, Harpham Flat, Wapinitia and Sandy Beach in **Segment 2**; Little Sandy Beach, Pine Tree, Beavertail and Macks Canyon

Campground in **Segment 3** and Heritage Landing and Deschutes State Park in **Segment 4** would be redesigned or reconstructed to better accommodate use. This would include a separate landing site for nonmotorized boats at Heritage Landing.

### Alt. 2 NOW

Existing launch sites would be maintained to present standards.

### Alt. 3 LESS USE

**Segment 1:** A launch facility would be constructed at Mecca Flat. The launch site at South Junction would be stabilized and protected with larger railroad tie steps, which would provide safer entrance to the river and minimize disturbance of the railroad grade. **Segment 2:** the launch sites at Devil's Canyon, Rainbow Bend, Harpham Flat, Wapinitia and Sandy Beach would be improved for better access to the river as well as bank protection. Improvements also would be made for landings at

Sandy Beach and all boaters would be required to land there. The Sherars Falls landing would be closed. **Segment 3:** the launch sites at Little Sandy Beach, the Pine Tree, Beavertail and Macks Canyon Campground would be improved to provide better bank protection and to enhance watercraft safety. **Segment 4:** the launch/landing site at Heritage Landing would be maintained in its present condition. Nonmotorized boat landing facilities would be provided at Deschutes State Park.

### Alt. 4. MUCH LESS USE

**Segment 4:** No boat landing facilities would be provided at Deschutes State Park.

## Problem: Inadequate foot access.

### Alt. 1 MORE USE

The use of existing foot access trails would not be restricted. Trails along the river would be reinforced on steep or unstable areas if needed. Access through or over enclosure fences would be provided. Hiking, horseback riding and mountain bike trails and facilities would be developed or expanded where feasible and unlikely to damage sensitive wildlife habitat or significant historical or archaeological values. **Segment 1:** A trail would be developed on the east side of the river from Trout Creek to North Junction to better distribute anglers. **Segment 2:** Trails would be developed for better

access along the west bank from White River to Nena Creek. **Segment 3:** Trails would be developed at the Twin Tunnels and Beavertail Peninsula to improve angler access to the river. **Segment 4:** Trails along the river would be designated and signed to improve angler access. The Eastside Access Road would be connected to the Macks Canyon Campground with a hiking, bicycle and horse trail.

Trail and fishing access facilities for the handicapped would be provided in the vicinity of Heritage Landing.

### Alt. 2 NOW

Foot trail access to the shoreline would not be restricted, except in high use areas where trails would be hardened to minimize resource damage.

Bicycle use would continue on the Eastside Access Road upstream from Deschutes State Park. No access restrictions would be imposed on walk-in or boating anglers.

### Alt. 3 LESS USE

Foot access trails within riparian areas would be stabilized if necessary, but would be allowed as traffic dictated. Trails would be closed if hardening efforts were not effective. Trails and facilities would be improved and/or developed from Mecca Flat to North Junction and from Buckhollow to Deschutes State Park with consideration for

safety, wildlife and riparian habitat and historical and archaeological resources. Necessary easements across private land would be acquired from willing sellers.

Hiking, horseback riding and mountain bike trails would be designated in segment 4 on a seasonal basis.

### Alt. 4. MUCH LESS USE

Foot trails which parallel the river within riparian habitat would be limited to existing locations and rehabilitated through plantings and by other means. Natural-appearing

point access trails would be provided if there would be no damage to the riparian area.



## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

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1. Motor vehicles will be restricted to designated roads, parking and camping areas. Routes not designated will be closed and rehabilitated.
2. The managing agencies will pursue opportunities to acquire new legal access through donation, land exchange, purchases in fee title or easements from willing sellers.
3. The managing agencies will pursue acquisition and/or development of safe administrative vehicle access to Whiskey Dick, Jersey Flat, Whitehorse, Frog Springs and North Junction for maintenance and emergency use only. No new public vehicle access roads will be constructed.
4. The managing agencies will develop a coordinated transportation and road classification system with designated speed limits for all existing access roads and trails. Speed limits will be enforced.
5. The BLM will increase emphasis on implementation and enforcement of decisions in the Two Rivers Resource Management Plan regarding areas which are open, limited or closed to motorized vehicles, including ORVs.
6. The managing agencies will take action to prohibit the landing of aircraft on existing primitive strips or on the river within the Deschutes River Canyon except for emergency and administrative purposes.
7. Brochures, maps, campsite reservation forms and/or boater passes will contain information on access roads, parking, launching sites and trails.



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# RECREATIONAL ACTIVITIES

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## USER FEES

### **ISSUE: How should user fees be levied for public use of the Deschutes River?**

#### **Background**

Boaters are paying \$1.75 per person for a daily boater pass and \$12.00 per person for an annual boater pass. Revenue from the boater pass program totalled \$120,000 in 1988. These funds are collected by State Parks and reserved in a dedicated fund to be spent on the Deschutes River Recreation Area. Adjacent landowners and Warm Springs Confederated Tribal members are exempt from paying the fees and are issued free passes upon request.

The annual BLM budget for the Lower Deschutes Recreation Area is about \$240,000. This funding allows BLM to maintain existing facilities to a standard that meets minimum health and safety standards, administer the outfitter guide permit program, provide a limited on-the-ground management, a river ranger presence and participate in interagency planning for the river.

Guides utilizing BLM land or facilities pay 3% of their adjusted gross income to the BLM. These funds, as well as camping fees, are put into the general fund of the U.S. Treasury. Nearly all of these funds are returned to the Prineville BLM District for use on the Deschutes River. In 1988, this amounted to approximately \$35,000.

Anglers and recreation vehicle owners pay State license fees. A portion of these fees is spent on the Deschutes. Campers pay to camp in State Parks. The majority of funds required to manage the Deschutes River Recreation Area come from Federal and State appropriations. While Federal appropriations are expected to increase as a result of the Deschutes River being designated a component of the National Wild and Scenic Rivers System, overall funding is not expected to be adequate to fully implement the Deschutes River Management Plan.

#### **Issue Description**

At present the majority of Deschutes funds are derived from Federal and State appropriations. Fees paid by boaters represent the next largest funding source. Many boaters resent paying more than what they believe is their fair share of the expense and feel that all users should share more of the cost of the services and facilities provided than they do now.

An adequate and stable funding mechanism is essential for resource protection, visitor services, facility development, operation, maintenance and trash collection, as well as access and easement acquisition.





## Issue: How should user fees be levied for public use of the Deschutes River?

### Problem: Inequitable and inadequate funding.

#### Alt. 1 MORE USE

No user fees except the BLM and State Parks camping fees and the BLM 3% of guides and outfitters' adjusted gross revenue would be charged.

#### Alt. 2 NOW

The fee structure would remain as is with boaters paying \$1.75 per day or \$12 per annual pass per person. The BLM, Tribes and State Parks camping fees and the BLM 3% of guides and outfitters' adjusted gross revenue would continue. The boater pass fees would continue to be dedicated to use on the Deschutes.

#### Alt. 3 LESS USE

All users would pay a \$1.75 user fee per day or \$12 per annual pass per person. This fee would be dedicated to use on the Deschutes. BLM and State Parks would continue to collect camping fees in major developed campgrounds, i.e. Macks Canyon and Deschutes State Park. The BLM would also collect 3% of guide and outfitters' adjusted gross revenue plus a permit administrative fee. Onsite vending machines, point access sales, etc. would be emphasized for fee collection.

#### Alt. 4 MUCH LESS USE

All users would pay a user fee of \$2.00 per day or \$15 per year. An annual family pass would be available for \$25. This fee would be dedicated to use on the Deschutes. The fee amount would be adjusted on a regular basis to offset funding shortfalls in operating expenses. BLM and State Parks would continue to collect camping fees in major developed campgrounds, i.e. Macks Canyon and Deschutes State Park. The BLM would collect 3% of guide and outfitters' adjusted gross revenue plus a permit administrative fee. Offsite fee collection through designated vendors, fishing license stamps, camping reservations receipts, etc. would be emphasized.



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# PUBLIC SAFETY/SERVICES

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## EMERGENCY SERVICES

### ISSUE: How should emergency services be managed?

#### Background

Recreation and other uses of the Deschutes River and adjacent lands entail risks of several types:

- 1) The river is fast moving and cold with many rapids, posing the threat of drowning or hypothermia to boaters and swimmers.
- 2) During summer months the canyon is hot and dry with abundant fuel creating an extreme fire danger. Fires are caused by railroad operations, landowners, lightning and recreationists. Steep canyon walls and updrafts make the spread of fire extremely rapid. Some areas of the canyon are not within a fire protection district. The State of Oregon does not contribute to fire suppression costs even though it has purchased substantial land in segment 4.
- 3) Rattlesnakes are present in the canyon, however, relatively few people are bitten.
- 4) Low standard road conditions contribute to vehicle accidents due to the high traffic volume and unregulated speeds.
- 5) Most areas of the canyon are distant from hospital and fire departments. Carrying out emergency services is expensive. Recovery of the costs for fire suppression or ambulance service from persons legally liable is difficult. The problem is particularly acute for the Southern Wasco County Ambulance Service, Inc., a nonprofit volunteer organization, where a substantial number of ambulance calls are for river-related accidents. Their recovery of expenses is made in only 60 percent of these cases which severely affects their ability to properly staff and adequately serve the needs of the area.
- 6) A lack of road access makes rescue of injured persons difficult.
- 7) Lack of effective communication systems hamper search and rescue efforts. Railroad personnel occasionally assist in providing emergency services and periodically allow the use of railroad call boxes.
- 8) There is no adequate published plan to deal with chemical spills that might be caused by railway or truck operations within the recreation area.
- 9) There is a lack of trained emergency services personnel.

#### Issue Description

The demand and need for emergency services in the Deschutes River Canyon exceed the capability of local jurisdictions to provide them.





## Issue: How should emergency services be managed?

### Problem: Inadequate services.

#### Alt. 1 MORE USE

The Bureau of Land Management would increase fire suppression capabilities and assume lead responsibility for coordinating all fire suppression within the canyon. BLM would assume fire suppression responsibilities in presently unprotected areas within and adjacent to the National Wild and Scenic River Area.

Wasco, Sherman and Jefferson Counties would assume responsibility for ambulance service within the planning area. User fees would fund emergency services.

#### Alt. 2 NOW

Present levels of emergency services would continue.

#### Alt. 3 LESS USE

Site specific safety regulations would be developed in areas experiencing high accident rates. This would include an open-fire prohibition from June 1 to September 30 and increased surveillance and enforcement on the entire river.

#### Alt. 4. MUCH LESS USE

User fees would fund emergency services.

## MANAGEMENT COMMON TO ALL ALTERNATIVES

1. The BLM will continue to implement decisions in the Two Rivers Resource Management Plan regarding the prevention and suppression of wildfire to protect public values, such as vegetation, visual resources and adjacent private property.

2. The managing agencies will resolve overlapping jurisdictions and increase enforcement of fire regulations and enhance fire prevention and suppression efforts. The managing agencies will also increase individual accountability for recreation users in areas with high economic values at risk during periods of high and extreme fire hazard.

3. The managing agencies will require the railroad company to improve fire prevention measures such as better maintenance of a vegetation-free zone along the tracks. All trains will be required to carry basic fire suppression equipment during the summer months. Efforts to better coordinate fire suppression resources with the railroad will also be carried out.

4. The managing agencies will coordinate with the railroad in the development of an emergency plan for responding to potential chemical spills in the Deschutes River canyon.

5. The managing agencies will improve coordination efforts in dispatch and carrying out search and rescue efforts and response to potential natural and human-caused emergencies in the Deschutes River canyon.

6. The managing agencies will ensure that the railroad company complies with the City of Maupin, County, State and Federal environmental regulations, and that joint efforts are made between the railroad and the agencies to reduce the conflicts with other users.

7. The managing agencies and the railroad company will develop a coordinated and effective communication system with common radio frequencies. A communication line and call boxes on the railroad communication system available to the public and law enforcement officials will also be established.

8. The managing agencies will prohibit the discharge of firearms within the planning area from the third Saturday in May through August 31.

9. The cutting or burning of any living, dead or down vegetation within the planning area will not be allowed.

10. The managing agencies will encourage cooperation between and establish joint annual training exercises for agencies, fire districts, the railroad and private individuals.

11. The managing agencies will develop a coordinated public information and education program which explains fire regulations, individual liability and fire hazard within the planning area.



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# PUBLIC SAFETY/SERVICES

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## LAW ENFORCEMENT

**ISSUE:** What actions should the managing agencies take to effectively provide law enforcement on BLM, State, Tribal and private land?

### Background

Numerous law enforcement agencies have responsibilities in the planning area. They include: Oregon State Police, Jefferson, Sherman and Wasco county sheriffs, Warm Springs Tribal Police, Bureau of Indian Affairs Special Agents, ODF&W Game Officers, and BLM law enforcement officers. The level of violence and the frequency of violations is increasing, particularly in segment 2. The majority of serious violations are alcohol and/or drug related. The remaining violations usually involve littering or violation of fire regulations or boater pass requirements. Drownings and boat and rafting accidents are also generally alcohol related. The Oregon State Police rely primarily on the use of young cadets for enforcement activities in the planning area. Because of the increasing violence and nature of the violations, especially in segments 2 and 3, the cadets are increasingly unable to cope with the law enforcement violations.

The mix of Tribal, BLM, State and private lands with separate regulations and statutes governing conduct on each further complicates the situation. Much of the planning area is distant geographically from the headquarters of law enforcement agencies, thus making coverage of the planning area difficult and expensive. Access to the planning area is restricted, requiring foot patrol and boat useage for effective policing.

### Issue Description

Current staffing and funding levels are insufficient to adequately enforce laws in the planning area under the current situation. Lack of definition of boundaries makes it difficult to determine whether State, County, Tribal and/or BLM jurisdiction applies. Each law enforcement officer has authority to enforce some, but not all BLM, State, County and Tribal regulations and statutes. Radio communication by law enforcement officials is difficult in the planning area because of the canyon topography. The distance of the courts from the planning area causes problems in prosecution of crimes because of lengthy travel times for witnesses and officers.





## **Issue What actions should the managing agencies take to effectively provide law enforcement on public, Tribal and private land?**

**Problem: Inadequate enforcement.**

<b>Alt. 1 MORE USE</b>	Funding for increased law enforcement would be provided. A full time officer would be provided for segment 2. Aircraft and motorboat use for law enforcement would be increased.
<b>Alt. 2 NOW</b>	Present BLM, State, Tribal and local law enforcement efforts would continue.
<b>Alt. 3 LESS USE</b>	A local court would be established to prosecute violations on the river. A uniform communication network available to all law enforcement officials would be established. All floating devices would be required to display an identification number.
<b>Alt. 4. MUCH LESS USE</b>	Consumption of alcoholic beverages would be prohibited on the river or on public lands within the Deschutes River Scenic Waterway boundary. Aircraft and motorboat use would be for administrative purposes only. A visitor contact/monitoring system would be established for all users in segments 2 and 3.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

1. The managing agencies will improve coordination of law enforcement efforts by establishing uniform regulations throughout the river area to enforce Federal, State, Tribal and local laws.
2. The managing agencies will develop uniform and efficient operating methods for dealing with various enforcement and court situations in Federal, State and Tribal jurisdiction areas.
3. The managing agencies will develop a coordinated public information and education program which emphasizes the laws and regulations in effect in the Deschutes River canyon and the rationale and penalties behind them.
4. The managing agencies will establish innovative penalties for violations that would serve as a greater deterrent than the present low fine level. This could include community service, improvement work along the Deschutes, forfeiture of equipment and/or increased penalties.
5. The managing agencies will develop an information sharing mechanism to identify repeat offenders.
6. The managing agencies will establish uniform and effective traffic regulations in the Deschutes River canyon. Enforcement of all laws and regulations will be increased through additional Federal, State, Tribal and local law enforcement personnel.



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# PUBLIC SAFETY/SERVICES

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## TRESPASSING

### **ISSUE: How should trespassing on Tribal and private lands be handled?**

#### **Background**

Private and Tribal lands make up approximately 39 percent of the land in the Deschutes River canyon. As use increases, so do complaints about trespassing. Trespassing is sometimes associated with other illegal acts, including illegal fishing, hunting, vandalism and/or disturbance of historical and archaeological sites. Lack of boundary identification increases the incidence of trespassing and makes prosecution difficult.

#### **Issue Description**

No single law enforcement official can enforce trespassing laws on all lands within the canyon area. Because of the distances involved, many private landowners do not want to spend the time necessary to prosecute trespassers. BLM/State and Tribal and other private lands are difficult to identify on the ground in many areas.

## **MANAGEMENT COMMON TO ALL ALTERNATIVES**

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1. The BLM will continue to implement decisions in the Two Rivers Resource Management Plan regarding increasing public land ownerships in the Deschutes River canyon through exchange or other means to reduce the potential for trespass onto private lands.
2. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes large scale map signs in key locations and detailed user maps that show public/private land ownership. The managing agencies will also install on-the-ground ownership identification markers between BLM, State, Tribal and private lands adjacent to the river as well as in the upland areas, in order to reduce the potential for trespass. An on-the-ground rivermile marking system will also be developed and implemented. This system may incorporate the existing railroad mile post markers.
3. The managing agencies will work closely with adjacent private landowners to enforce trespass laws within the Deschutes River canyon.









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# **PUBLIC SAFETY/SERVICES**

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## **INFORMATION AND EDUCATION**



**ISSUE: How should public information and education be handled?**

### **Background**

Public information and education efforts have been carried out by the managing agencies. Various maps and informational brochures have been published. Information stations have been constructed at primary launch sites to provide boaters with needed information. Land ownership identification signs and markers have been placed along much of the river.

### **Issue Description**

No comprehensive, coordinated plan for informing and educating the public has been developed. Various information/education efforts have been carried out, however, no overall program has been implemented.



## Issue: How should public information and education be handled?

### Problem: Lack of public information/education.

#### Alt. 1 MORE USE

Deschutes State Park, Macks Canyon, Trout Creek, Maupin City Park, Warm Springs and Harpham Flat would have information stations staffed by volunteer public contact persons or agency employees (in uniform). The stations would be self-service in the absence of personnel.

Interpretive areas such as wildlife viewing areas, historical, cultural or archaeological areas would be provided at places such as Mecca Flat. They would be staffed or contain an information station.

A Deschutes River Visitor Center would be located at the City Park in Maupin which would be transferred to the Oregon State Parks Department.

#### Alt. 2 NOW

Developed campgrounds at Deschutes State Park, Macks Canyon, Trout Creek and major launch sites would continue to have public information stations.

Managing agencies would continue to use volunteers occasionally in tree planting, clean-up, camp host positions and as part of policy formation and review committees.

#### Alt. 3 LESS USE

User passes would include brief laws, regulations, guidelines for emergencies and no-trace camping as well as other information.

Certain interpretive areas such as wildlife viewing areas would be identified by signs.

A Deschutes River Visitor Center would be built in Maupin at the historic railroad station. The railroad station would be restored and additional facilities built to house educational and informational displays.

Signs and bulletin board displays of information and a brochure dispenser would be placed at boat launch and landing sites and at the beginning of the road to the locked gate. A public contact person in uniform would staff these areas during high use periods.

#### Alt. 4 MUCH LESS USE

Guides and outfitters would be given brochures and required to hand them out to their clients about points of interest, good outdoor ethics, no trace camping, as well as laws and regulations on the Deschutes.

User passes would include similar brief summaries.

Unstaffed information display boards would be placed at developed campgrounds, boat launching sites and the beginning of primary access roads.

A Deschutes River curriculum would be developed for elementary, secondary and adult education. This curriculum package would contain brochures, physical displays and audio visual information about the Deschutes Canyon ecological, historical and cultural systems and good outdoor camping and user ethics.

A Deschutes River User Report would be available to all users to fill out on a voluntary basis.



# MANAGEMENT COMMON TO ALL ALTERNATIVES

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1. The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of the following elements in the Deschutes River canyon.

- a. Fish and wildlife habitat
- b. Water quality
- c. Riparian and upland ecosystems
- d. Land, water and air use practices
- e. Off-reservation treaty rights related to plants and animals with traditional significance to the tribes.
- f. Threatened and endangered species
- g. Historical, archaeological, paleontological and cultural sites
- h. Enforcement of established laws, regulations and policies
- i. Boating use regulations
- j. Availability, location and quality of campsites
- k. Access to the river
- l. Good outdoor manners including no-trace camping and stewardship responsibilities
- m. Public safety and emergency services, including fire regulations.
- n. Courtesy toward other users
- o. Deschutes River fishery
- p. Angling rules and regulations
- q. Identification of land ownership, public, private and Tribal
- r. Volunteers and campground hosts
- s. User fees, passes and guided and outfitted services permits and fees
- t. Road and trail identification and use guidelines

The managing agencies will publish a comprehensive map with all points of interest, land ownership, major campsites, toilet facilities, access roads and trails, launches and landings, major plant and animal species identified. Where helpful, descriptive information about facilities and standards of access roads, launches and campsites will be provided. The map will also have no-trace camping requirements, riparian and upland protection practices for recreational users, emergency communication network outlined and laws and regulations.

2. The managing agencies will sign all public, tribal and private lands within 1/2 mile of the river. Signs will be visible from the river except for signs in upland areas. All signs will be of the same color, material, size and type of print or symbols and placed in somewhat predictable places. Old signs will be replaced as needed.

3. The managing agencies will develop a coordinated sign plan and design for the Deschutes River canyon. All signs including those at boat launching, landing and camping sites used for identification or information will be of the same sign standards, color, type of print and placement, etc., as above so that all signs in the canyon are identified with the recreation area. Major campsites, launch sites and parking areas will be signed with uniform signs to direct users to specific areas for specific activities. For example: Launch sites would have clearly signed staging areas, parking areas and launch areas as well as places set aside for camping.

4. The managing agencies will actively recruit volunteers to assist in public information/ education programs as well as clean-up, resource rehabilitation work and campground hosts.

5. A Deschutes newsletter will continue to be sent at least once a year to Deschutes users. It will contain articles about laws and regulations, preservation and protection of the Deschutes River Recreation Area, how volunteers can become involved, new personnel and user statistics.







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# GLOSSARY

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**Access**—The ability of recreationists to reach the areas in which they wish to recreate.

**Access easement**—A legal right to cross the land granted to the public by a landowner.

**Administrative rules**—Regulations established by State agency boards and commissions in accordance with Oregon Revised Statutes.

**Allocation**—The assignment of recreational use or access to users through management methods after it is determined that demand for the resource exceeds acceptable limits or established standards.

**Allotment**—An area of land where one or more livestock operators graze their livestock.

**Aquatic**—Living or growing in or on the water.

**Archaeological site**—Geographic locale containing structures, artifacts, material remains and/or other evidence of past human activity.

**Artificial Structures**—Constructed cavities which provide shelter for wildlife, such as bird houses.

**Basic site protection measures**—Engineering techniques designed to reduce or control recreation impacts. In campsites it could include tent pads, toilets, footpaths, steps and vegetative plantings. (Also see campsite hardening.)

**BLM lands**—Any land and interest in land managed by the United States Government and administered by the Secretary of the Interior through the Bureau of Land Management.

**Boat**—All floating crafts or devices.

**Boater**—Any person who utilizes a floating craft or device for transportation on the surface of the river.

**Boater pass**—A license (not a permit) required by State law to launch, operate or ride in any boat or engage in any camping, fishing or other activity in connection with being transported by a boat on those portions of the Deschutes River designated as scenic waterways.

**Campground**—One or more developed campsites in a specific area.

**Camping**—outdoor living for recreation.

**Campsite hardening**—Measures taken to reduce camper impact on the natural resources, such as paving a footpath. Also see Basic site protection measures.

**Campsite quality rating**—The evaluation of the characteristics of a campsite such as size, slope, presence of shade and overall desirability for human use.

**Campsite rehabilitation**—Measures taken to restore damaged campsites and to prevent further damage to natural resources, such as planting grass and shrubs.

**Campsite switching**—two groups trading campsites in order to avoid the length of stay regulations.

**Chemical spills**—Accidental releases of chemical products which have the potential for damaging natural or human resources.

**Client**—A paying member of a guided or outfitted group.

**Cultural resources**—Remains of human (historical and archaeological) activity, occupation, or endeavor, reflected in districts, sites, structures, buildings, objects, artifacts, ruins, works of art, architecture and natural features that were of importance in past human events. Cultural resources consist of: (1) physical remains; (2) areas where significant human events occurred, even though evidence of the events no longer remains; and (3) the environment immediately surrounding the actual resource.

**Degraded site**—Any area which is in early seral status or in declining ecological condition.

**Deschutes River Scenic Waterway Recreation Area**—The area defined by ORS 390.930-.940 that originates at Pelton Reregulating Dam and terminates at the river's confluence with the Columbia River and includes related adjacent land within 1/4 mile of the average high water line.



**Deschutes Wild and Scenic River Area**—The area within the proposed WSR boundaries originating at Pelton Reregulating Dam and ending at the confluence with the Columbia River. The area averages not more than 320 acres per rivermile.

**Developed campsite**—Contains improvements for camper comfort and sanitary facilities such as toilets, drinking water, tables and trash receptacles.

**Diversity**—A measure of the variety of species and habitats in an area that takes into account the relative abundance of each species or habitat.

**Dummy camps**—Unoccupied campsites in which persons have left objects to give the appearance of occupancy, so that they can claim possession at a later time.

**Early seral**—Ecological status that corresponds to 0 to 25 percent of the plant composition found in the potential natural community. Synonymous with poor range condition.

**Ecological status**—Four classes of successional stage (or range condition) used to express the degree to which the composition of the present plant community reflects that of climax. The four classes (followed by the percentage of plant community that is climax for the site) are: Potential, Natural Community, 76-100; Late Seral, 51-75; Mid-seral, 26-50 and Early seral, 0-25.

**Environmental Impact Statement (EIS)**—A formal document to be filed with the Environmental Protection Agency that considers significant environmental impacts expected from implementation of Federal actions.

**Erosion**—Detachment and movement of soil or rock fragments by water, wind, ice or gravity.

**Exclosure**—An area fenced to exclude animals (primarily livestock).

**Fire suppression areas**—Those areas identified where fire suppression is required in order to prevent unacceptable resource damage and/or to prevent loss of life or property.

**Forage**—All browse and herbaceous plants that are available to grazing animals including wildlife and domestic livestock.

**Grandfathered right**—A right to use a public resource due to longevity.

**Gravel recruitment**—The downstream movement of gravel caused by high volume of flow.

**Ground cover**—Grasses or other plants that keep soil from being blown or washed away.

**Group size**—The number of people in a boating or camping party including guides and any support personnel.

**Guide**—A person who provides services by leading one or more other persons in outdoor recreation activities for a fee.

**Guide permit**—A license to carry out the activities of a guide.

**Habitat**—The type of environment in which certain plants or animals live.

**Historic site**—Locales used by immigrants from the 1820s to 1930s.

**Impact**—A change in the environment caused by the activities of humans.

**Instream water right**—A legal right to the use of water which remains in the stream, such as for fish, recreation or pollution abatement.

**Issue**—A subject or question of widespread public discussion or interest regarding management of a geographic area which has been identified through public participation.

**Landing site**—The riverbank location where boats are taken from the river.

**Late seral**—Ecological status corresponding to 51 to 75 percent of the plant composition found in the potential natural plant community. Synonymous with good range condition.

**Launch site**—The riverbank location where boats are placed in or removed from the river.

**Legal liability**—The obligation to pay for services received, such as the cost of rescue from a river accident or ambulance costs.

**Limited entry system**—A system in which the number of participants in an activity is limited to meet certain management objectives.

**Locatable minerals**—The metallic minerals subject to development specified in the General Mining Law of 1872. Within the planning area this includes gold, mercury and bentonite.

**Management objectives**—Parameters or goals to be used as standards to measure the success of the management plan.

**Mid-seral**—Ecological status that corresponds to 26 to 50 percent of the composition found in the potential natural plant community. Synonymous with fair range condition.



**Monitoring**—The orderly collection of data to evaluate the effects or changes that result from management actions.

**Multiple use**—The harmonious use of land or water resources for more than one purpose.

**National Register of Historic Places (NRHP)**—The official list, established by the Historic Preservation Act of 1966, of the nation's cultural resources worthy of preservation.

**National Wild and Scenic Rivers System**—A system of Congressionally designated rivers and their immediate environments that have outstanding scenic, recreational, geologic, fish and wildlife, historic, cultural and other values and are preserved in a free-flowing condition. The system is of three types: (1) Recreation—rivers or sections of rivers readily accessible by road or railroad that may have some development along their shorelines and that may have undergone some impoundment or diversion in the past; (2) Scenic—rivers or sections of rivers free of impoundments, with shorelines or watersheds still largely undeveloped but accessible in places by roads; and (3) Wild—rivers or sections of rivers free of impoundments and generally inaccessible except by trails, with watersheds or shorelines essentially primitive and waters unpolluted.

**Native species**—Plants or animals that are indigenous to an area.

**Noise standards**—Measurements of sound which are used to determine when that sound becomes obnoxious to human ears.

**Non-commercial**—Activities in which there is a bona fide sharing of the cost of the activity between all participants.

**No-trace camping**—The art of camping without leaving signs of use.

**No-wake zone**—An area where boat speed is reduced to minimize boat wake, with a 5 mph maximum speed.

**Noxious weed**—A plant specified by law as being especially undesirable, troublesome and difficult to control.

**Off-road vehicle (ORV)**—Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding (1) any nonamphibious, registered motorboat; (2) emergency vehicles; and (3) vehicles in official use.

**On-site regimentation**—Regulations, restrictions or controls which limit or influence how people use an area or resource.

**Outfitter**—A dealer in equipment or supplies for expeditions or camping trips.

**Paleontological resource**—Remnants of life from past geological ages as seen in fossil plants and animals.

**Pass-through zone**—An area of streambank where all floating craft or devices are prohibited from stopping.

**Performance evaluation**—A check on the professional performance of a guide as a means of assuring compliance with permit stipulations and public safety.

**Permittee**—One who holds a license to use public lands or waters for financial gain.

**Permit system**—A method of allotting use of a public resource through issuance of permits.

**Plan objectives**—Guiding statements or goals that present the purposes and overall intent of the planning effort.

**Planning area**—The Deschutes River and its immediate environment within either the State Scenic Waterways boundary or interim National Wild and Scenic Rivers boundary between the Pelton Reregulating Dam and the Columbia River.

**Potential Natural Community (PNC)**—The final or stable biotic community in a successional series. Usually self-perpetuating, it corresponds to 76 to 100 percent of the plant composition found in the potential natural plant community. Synonymous with excellent range condition.

**Prehistoric**—The period of time before written records.

**Public Contact Person**—A person assigned to do public information and education work.

**Public Utilities Commission (PUC)**—The State agency that regulates investor-owned electric and natural gas utilities, water companies, telephone and transportation industries.

**Return flows**—Excess irrigation water which returns to a stream.

**Right-of-way**—A permit or easement which authorizes a specific use of a specific area of land.



**Riparian area**—The land adjacent to water, where water, soil and vegetation interact to form a unique microclimate.

**River ranger**—A uniformed person with citation authority assigned to do law enforcement.

**Sanitation facilities**—Installations of buildings or other structures which ease the disposition or collection of human waste.

**Scoping**—The process by which significant issues relating to a proposal are identified. It includes eliciting public comment, evaluating concerns and developing issues and alternatives for consideration.

**Sediment**—Soil, rock particles and organic or other debris carried from one place to another by wind, water or gravity.

**Sensitive wildlife habitat**—Habitat such as riparian areas, which are crucial for nesting, rearing, feeding or cover.

**Shuttle driver**—A person who shuttles personal vehicles from a launch site to a landing site for a fee.

**Shuttle service**—The hauling of people, boats, vehicles or other equipment in a commercial vehicle for a fee.

**Sidecasting**—The disposal of rock or soil materials alongside the roadway or railroad during road construction or maintenance.

**State lands**—Lands managed by an Oregon government agency.

**Stewardship**—The exercise of responsible care of land, water or other natural resources, or recreational resources such as a campsite.

**Succession**—The process of vegetative community change towards climax or potential natural community.

**Suitable campsite**—A site on which soil, vegetation and slope conditions are capable of accommodating camping use without significant damage to the basic resources.

**Tackle restriction**—A prohibition on the use of certain fishing equipment.

**Treaty rights**—Legal rights of the Confederated Tribes of the Warm Springs Indians, established in their treaty with the United States Government.

**Tribal lands**—Lands owned by the Confederated Tribes of the Warm Springs within or outside the reservation boundary.

**Turbidity**—The quality or state of being turbid, cloudy, unclear; having sediment or foreign particles stirred up or suspended.

**Undeveloped campsite**—Contains no or few improvements for camper comfort or sanitation.

**Water quality**—The chemical, physical and biological characteristics of water with respect to its suitability for a particular use.

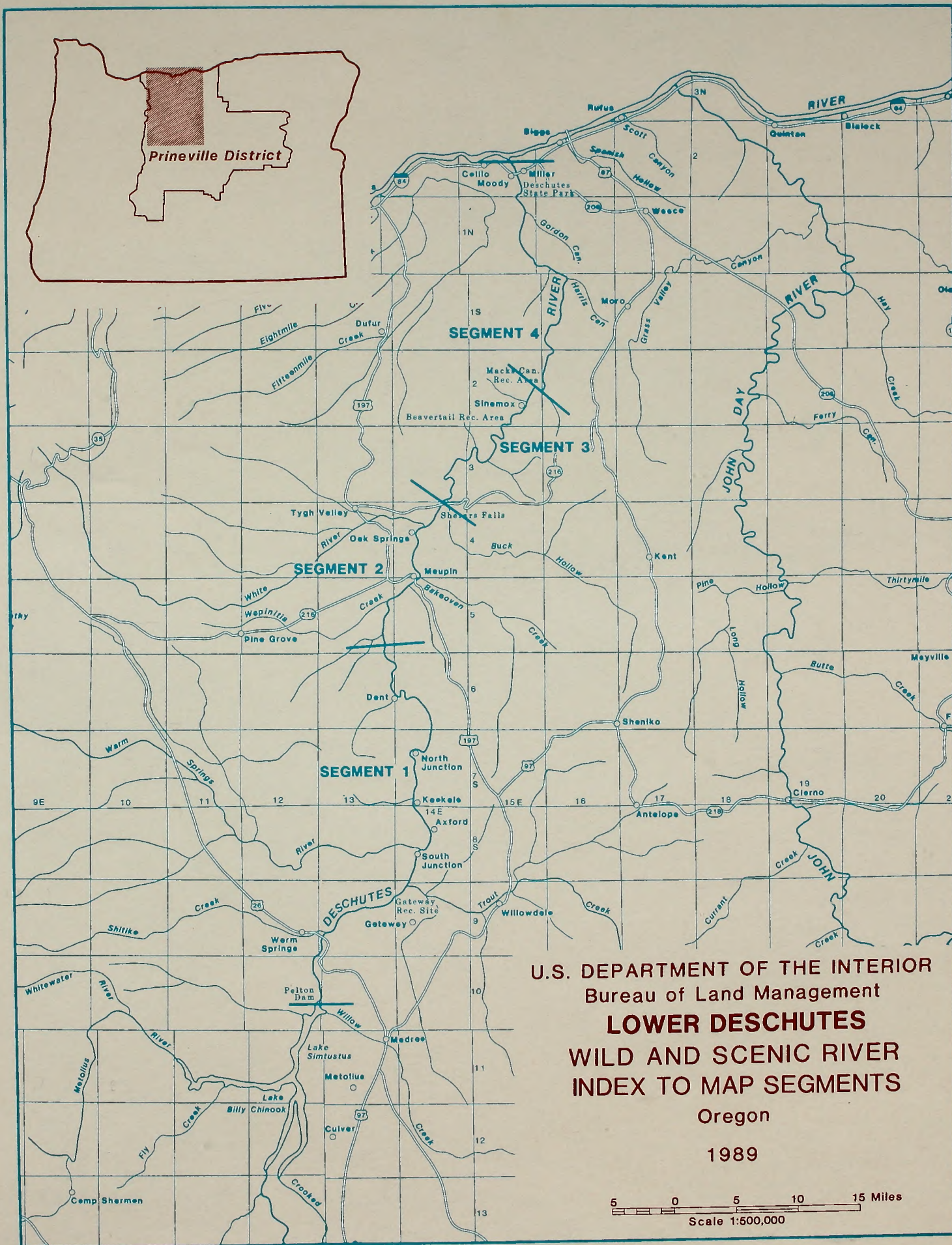


## **Appendix 1. — Detailed Deschutes River Segment Maps**












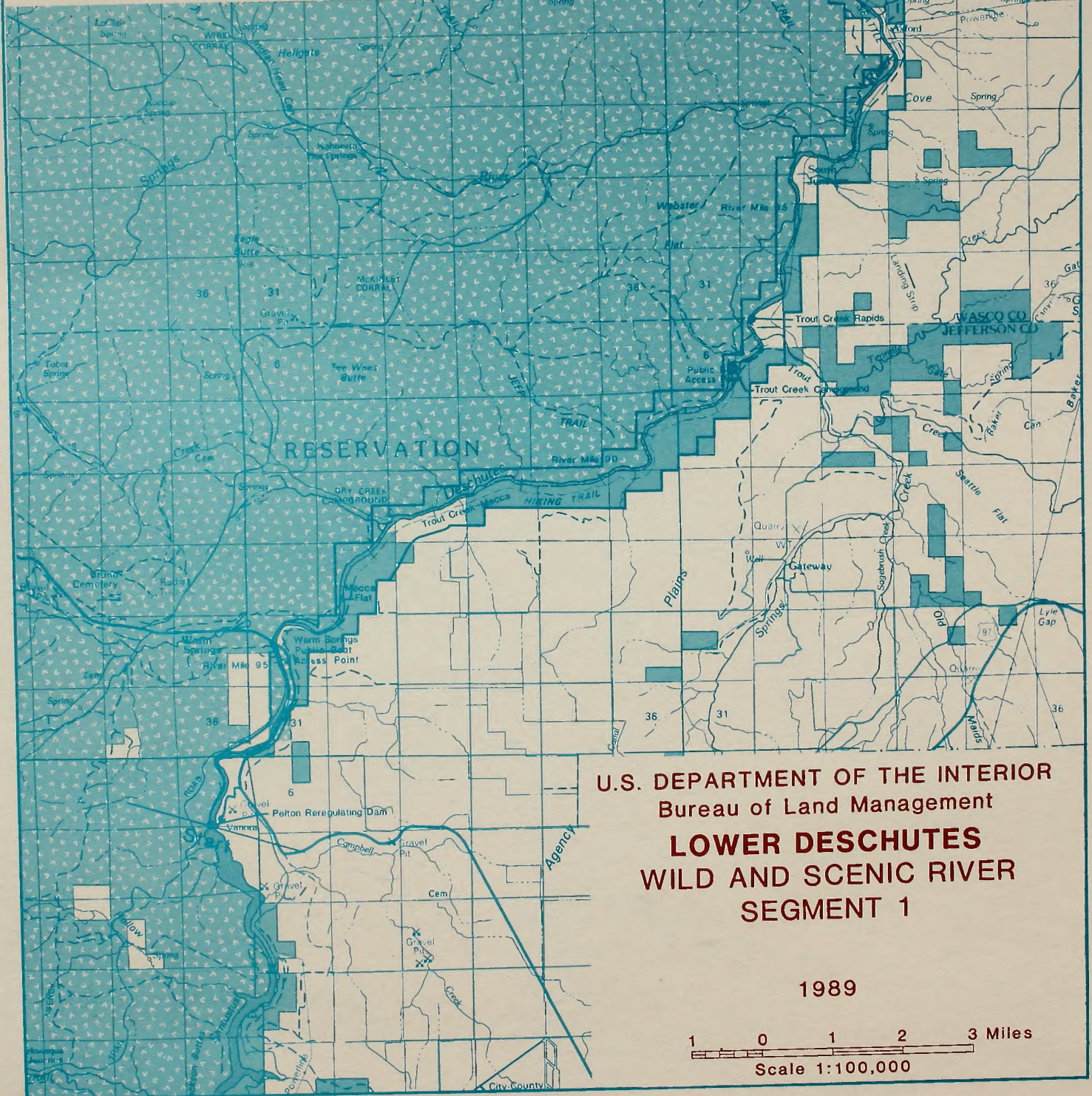






# LEGEND

-  Public Lands (Admin. by BLM)
-  State Lands
-  National Grassland
-  Indian Reservation
-  Private Lands
-  Proposed Wild and Scenic River
-  Administrative Boundary

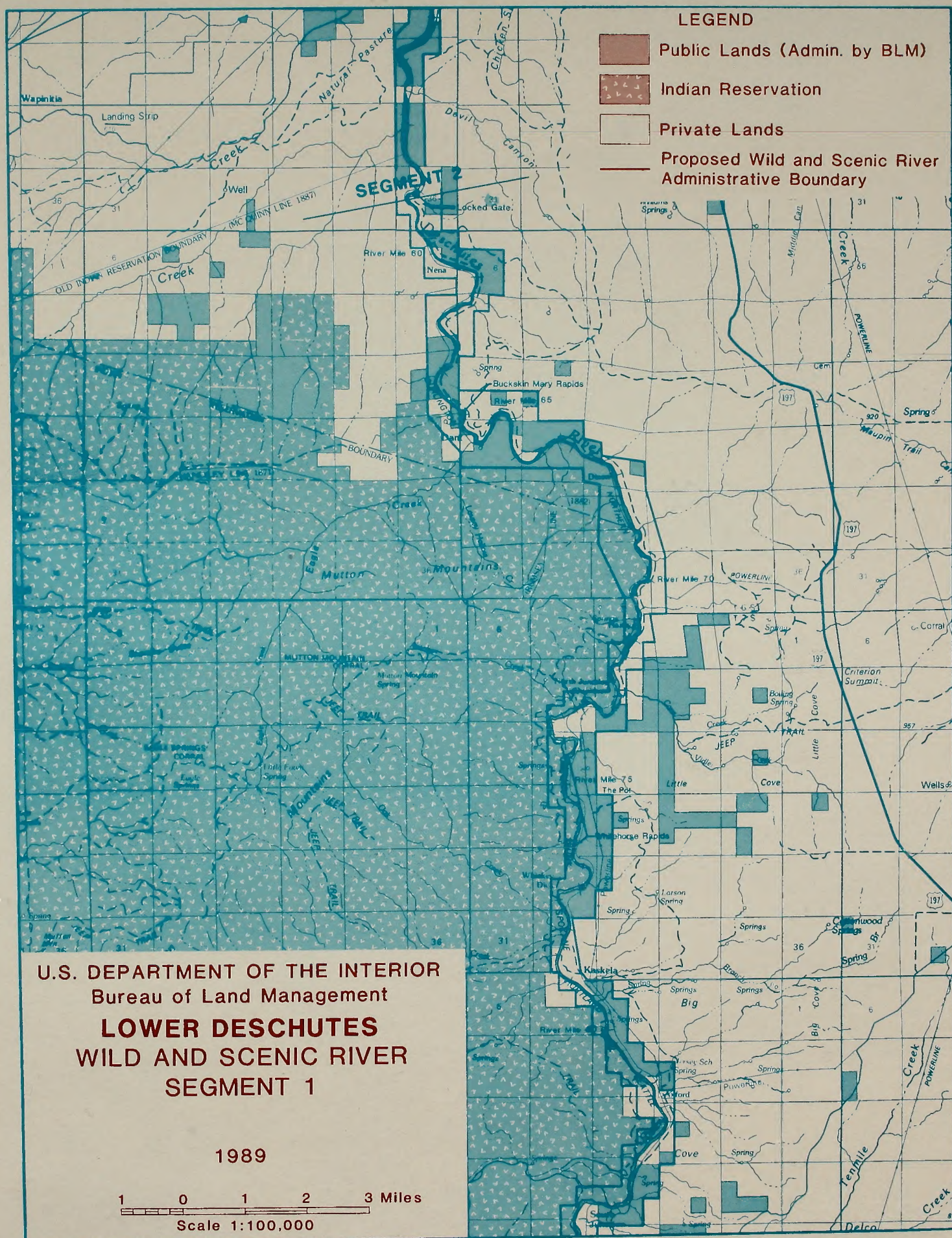


## U.S. DEPARTMENT OF THE INTERIOR Bureau of Land Management **LOWER DESCHUTES WILD AND SCENIC RIVER SEGMENT 1**

1989






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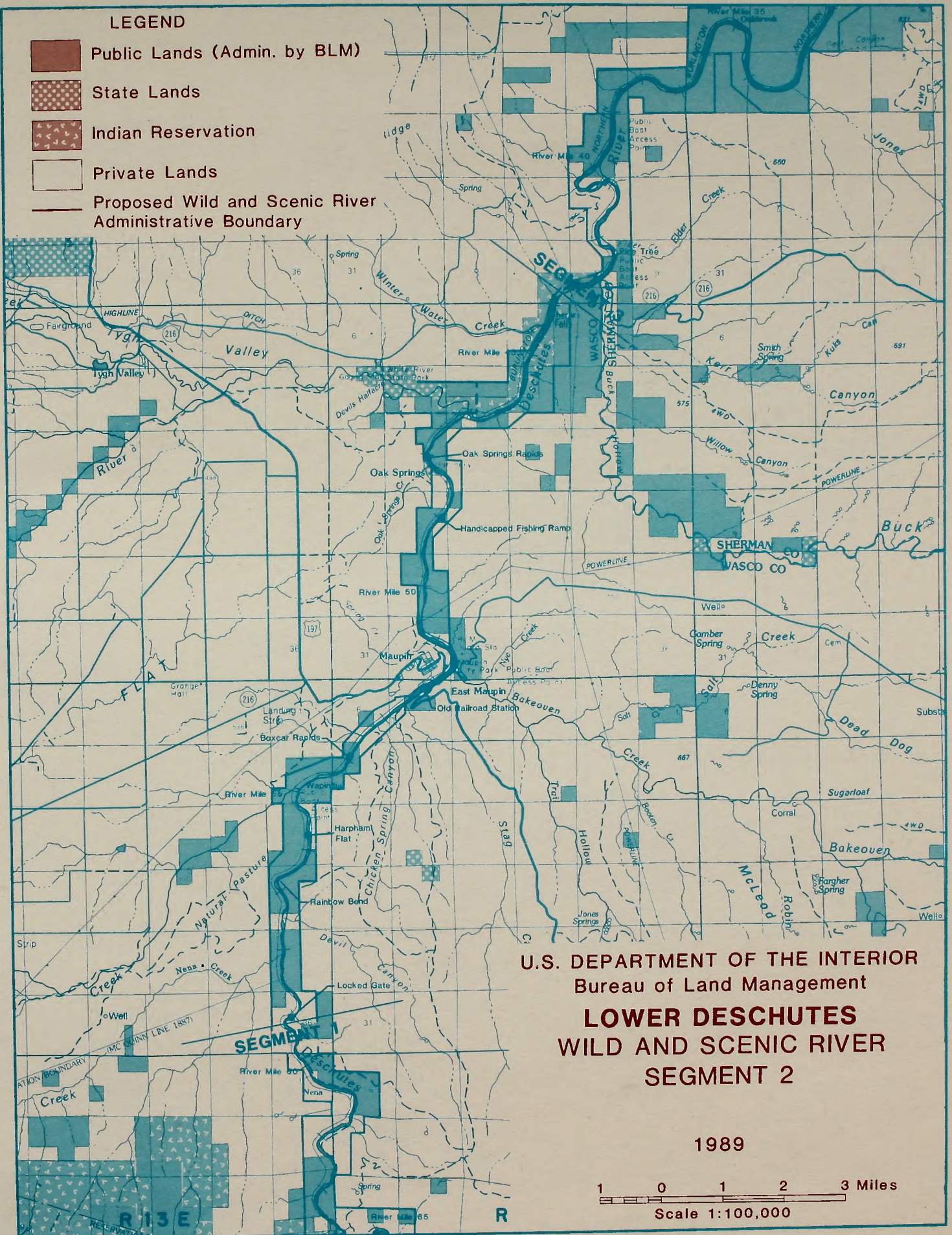






# LEGEND

-  Public Lands (Admin. by BLM)
-  State Lands
-  Indian Reservation
-  Private Lands
-  Proposed Wild and Scenic River Administrative Boundary








## U.S. DEPARTMENT OF THE INTERIOR Bureau of Land Management **LOWER DESCHUTES WILD AND SCENIC RIVER SEGMENT 2**

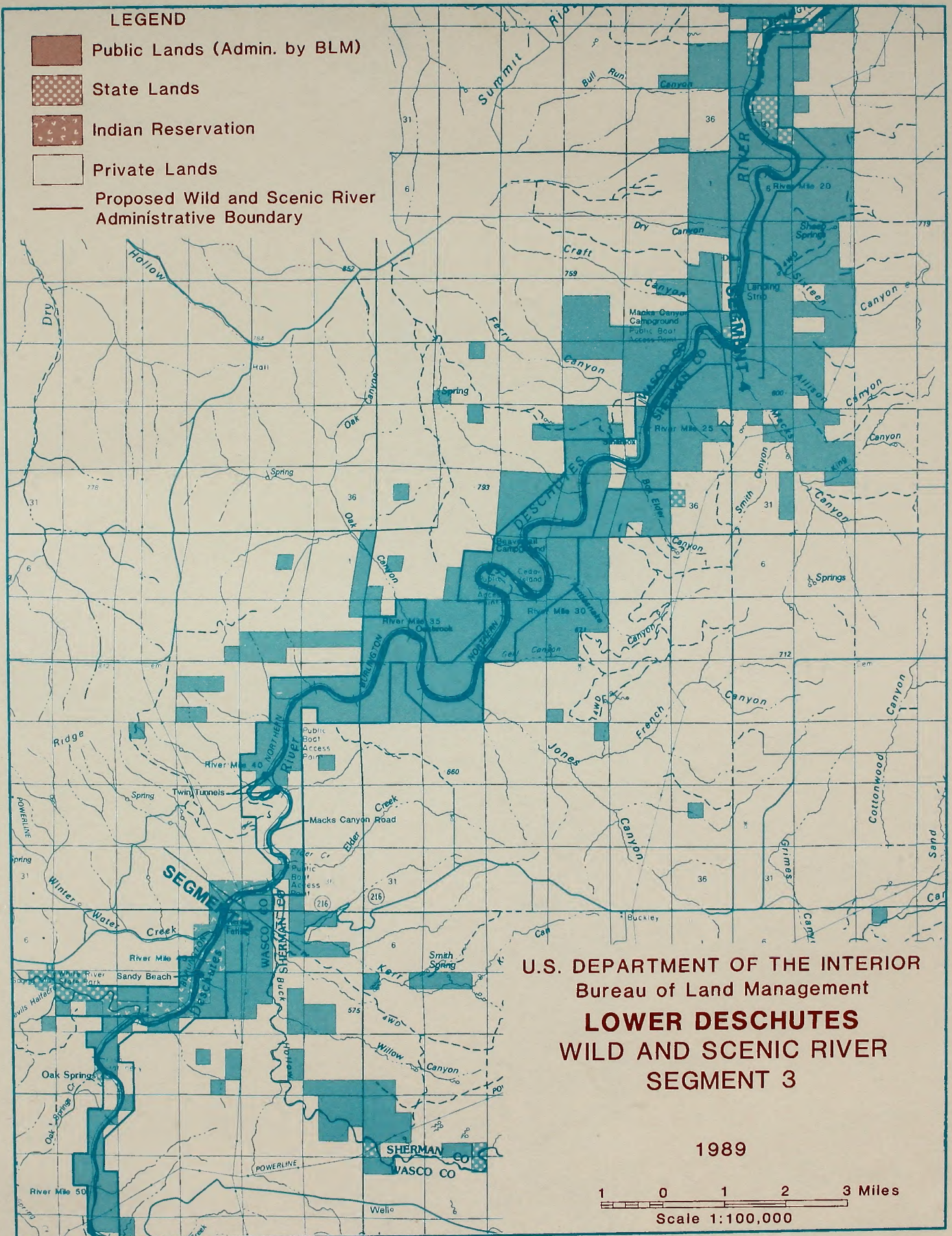
1989

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Scale 1:100,000



# LEGEND

-  Public Lands (Admin. by BLM)
-  State Lands
-  Indian Reservation
-  Private Lands
-  Proposed Wild and Scenic River Administrative Boundary



## U.S. DEPARTMENT OF THE INTERIOR Bureau of Land Management **LOWER DESCHUTES** WILD AND SCENIC RIVER SEGMENT 3

1989

1 0 1 2 3 Miles  
Scale 1:100,000







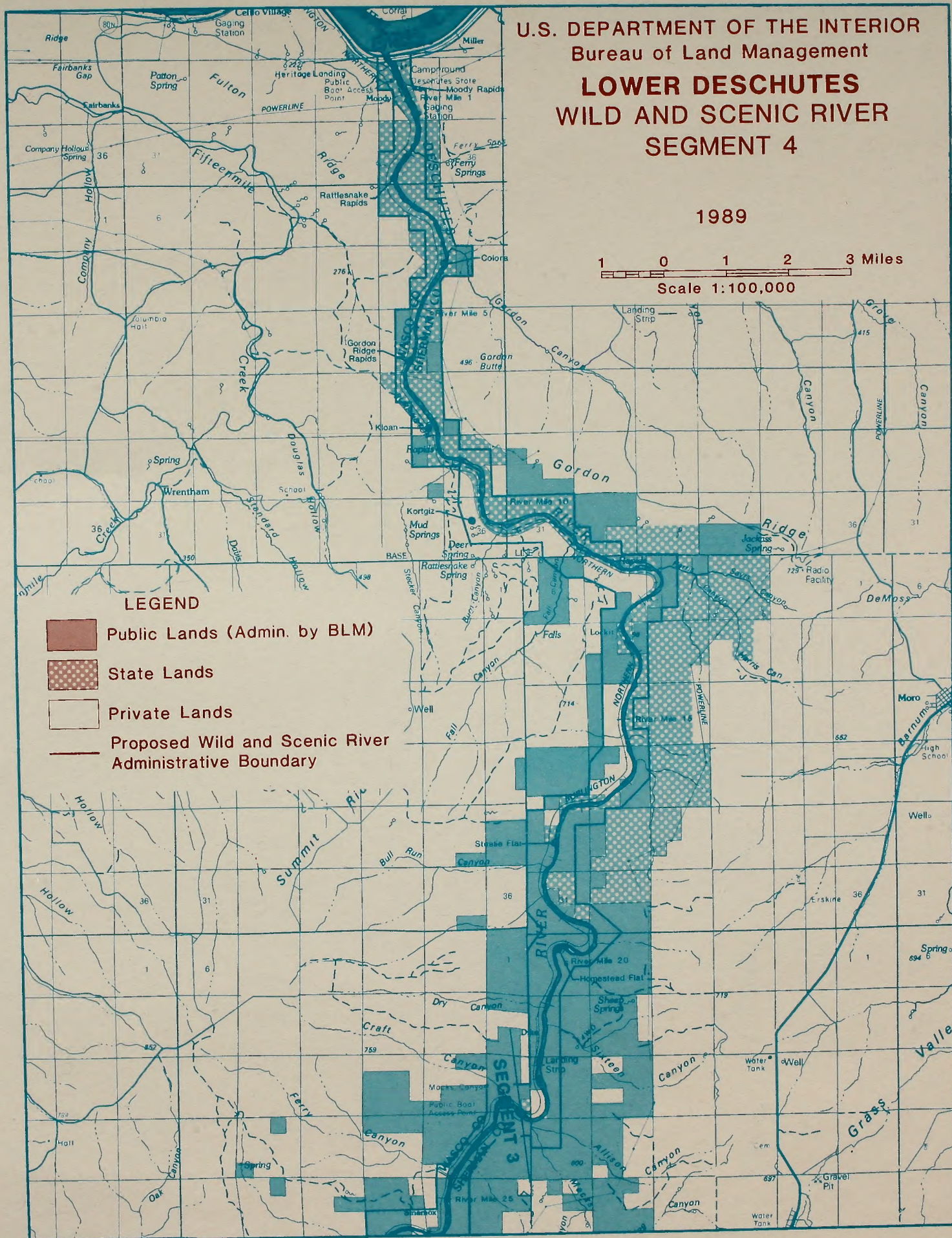
U.S. DEPARTMENT OF THE INTERIOR  
Bureau of Land Management  
**LOWER DESCHUTES  
WILD AND SCENIC RIVER  
SEGMENT 4**

1989

1 0 1 2 3 Miles  
Scale 1:100,000

**LEGEND**

-  Public Lands (Admin. by BLM)
-  State Lands
-  Private Lands
-  Proposed Wild and Scenic River Administrative Boundary

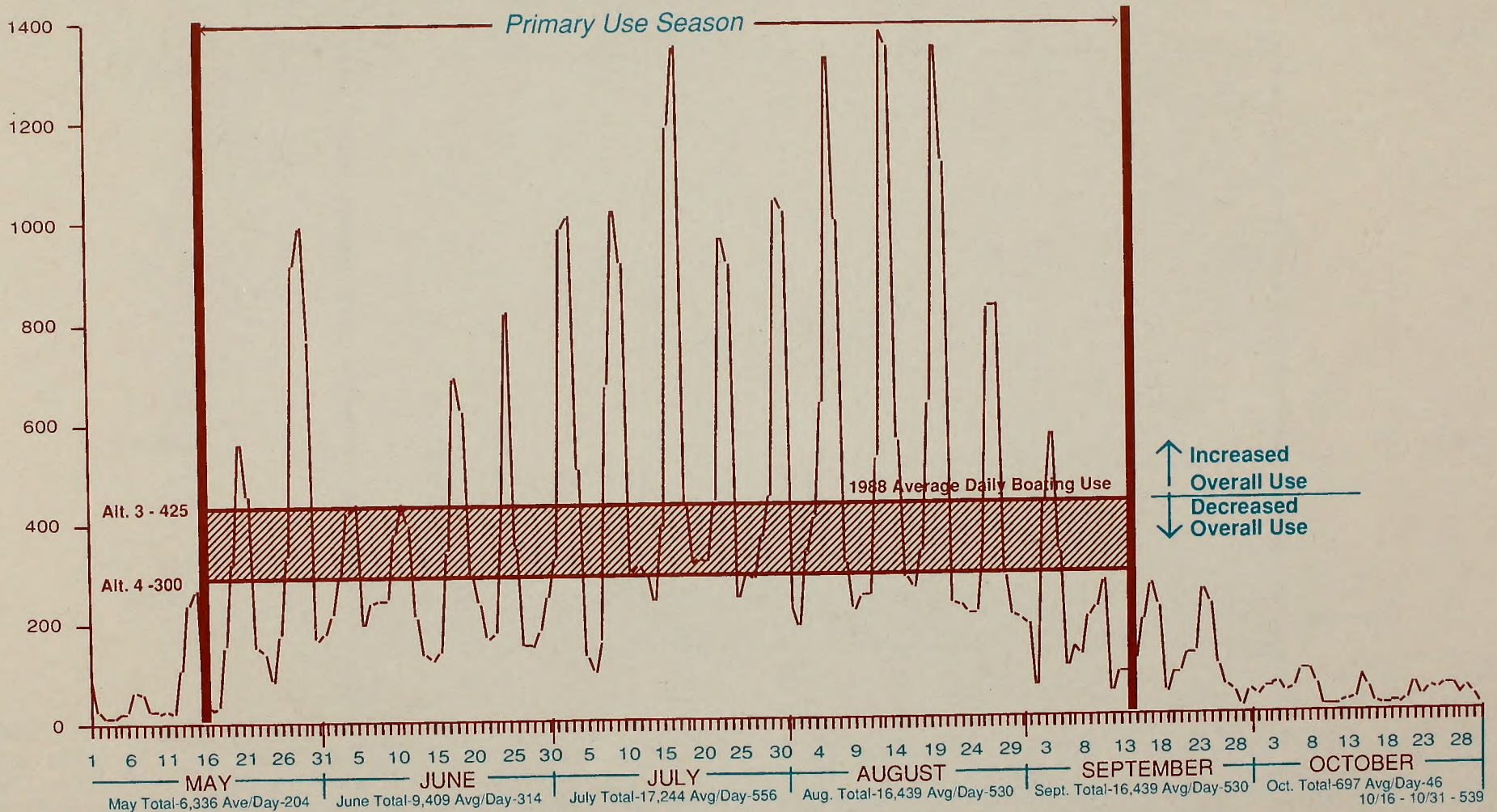




## **Appendix 2. — Number Of Boaters By Segment (1988)**



## Segment 1 - Number of Boaters by Day – 1988

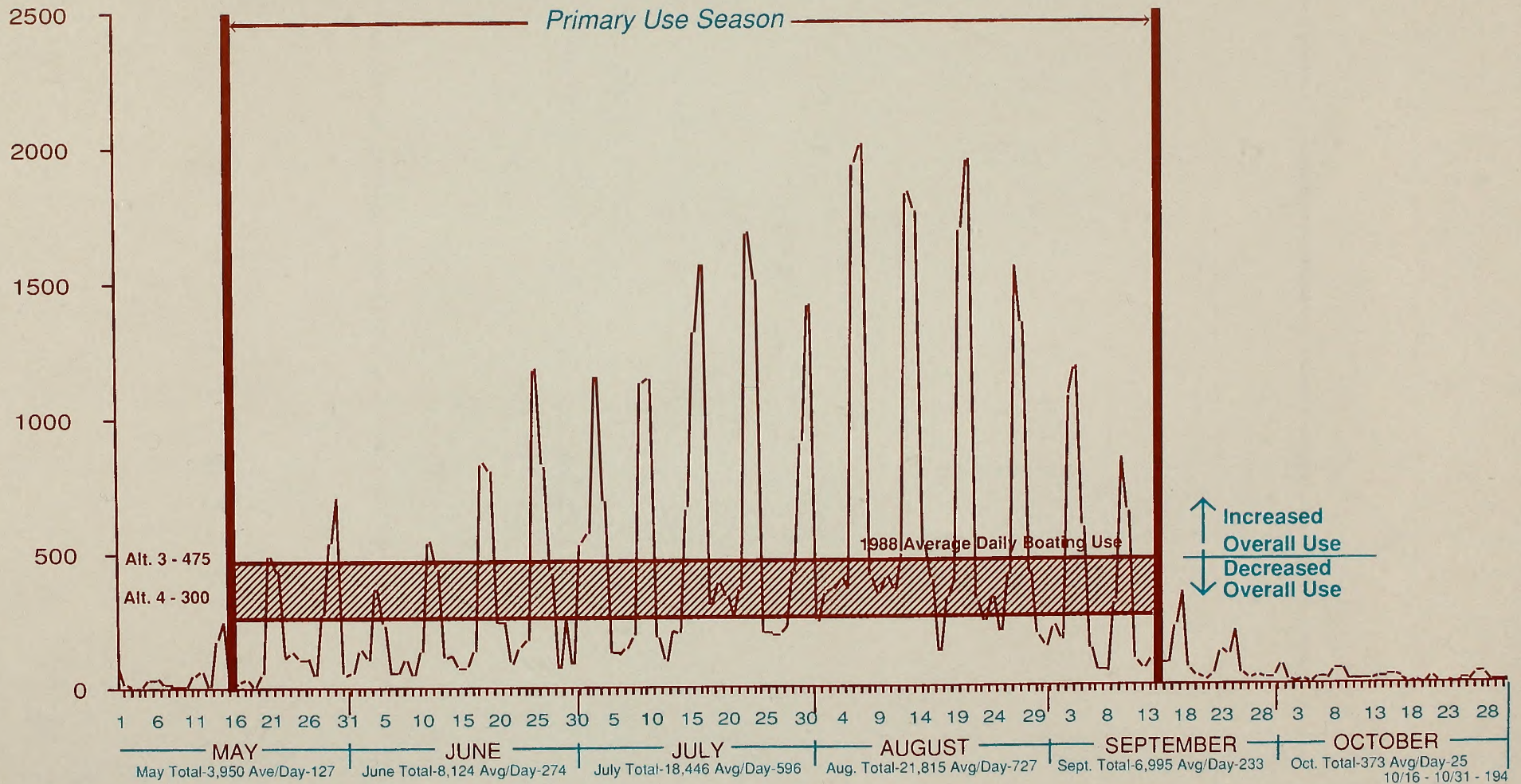


### OFF SEASON BOATING USE LEVELS (TOTAL/MONTH):

January - 60      February - 72      March - 244      April - 696      November - 199      December - 107      Total Use 56,888



## Segment 2 - Number of Boaters by Day - 1988

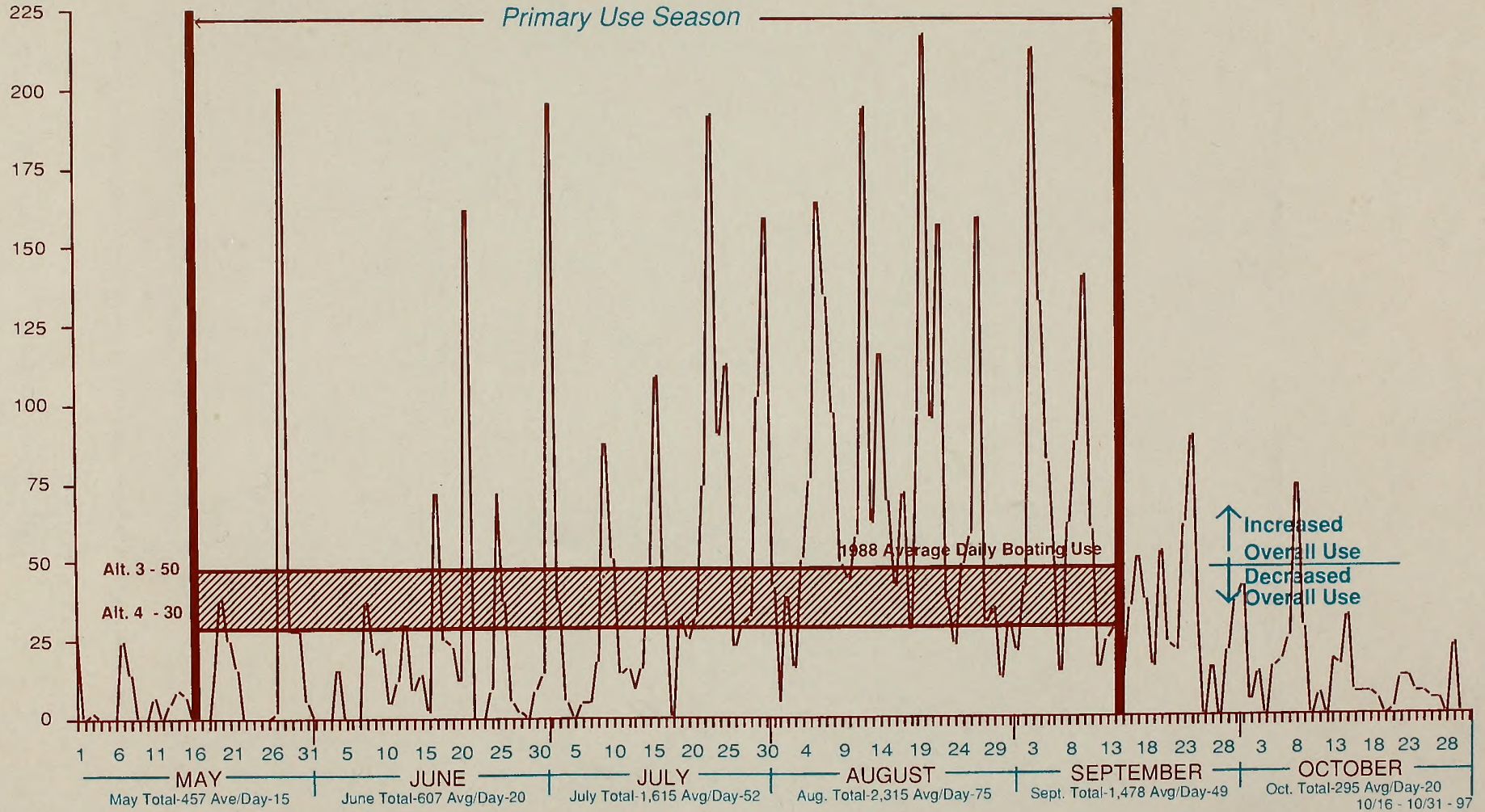


### OFF SEASON BOATING USE LEVELS (TOTAL/MONTH):

January - 0      February - 17      March - 94      April - 393      November - 93      December - 23      Total Use - 60,628



### Segment 3 - Number of Boaters by Day – 1988

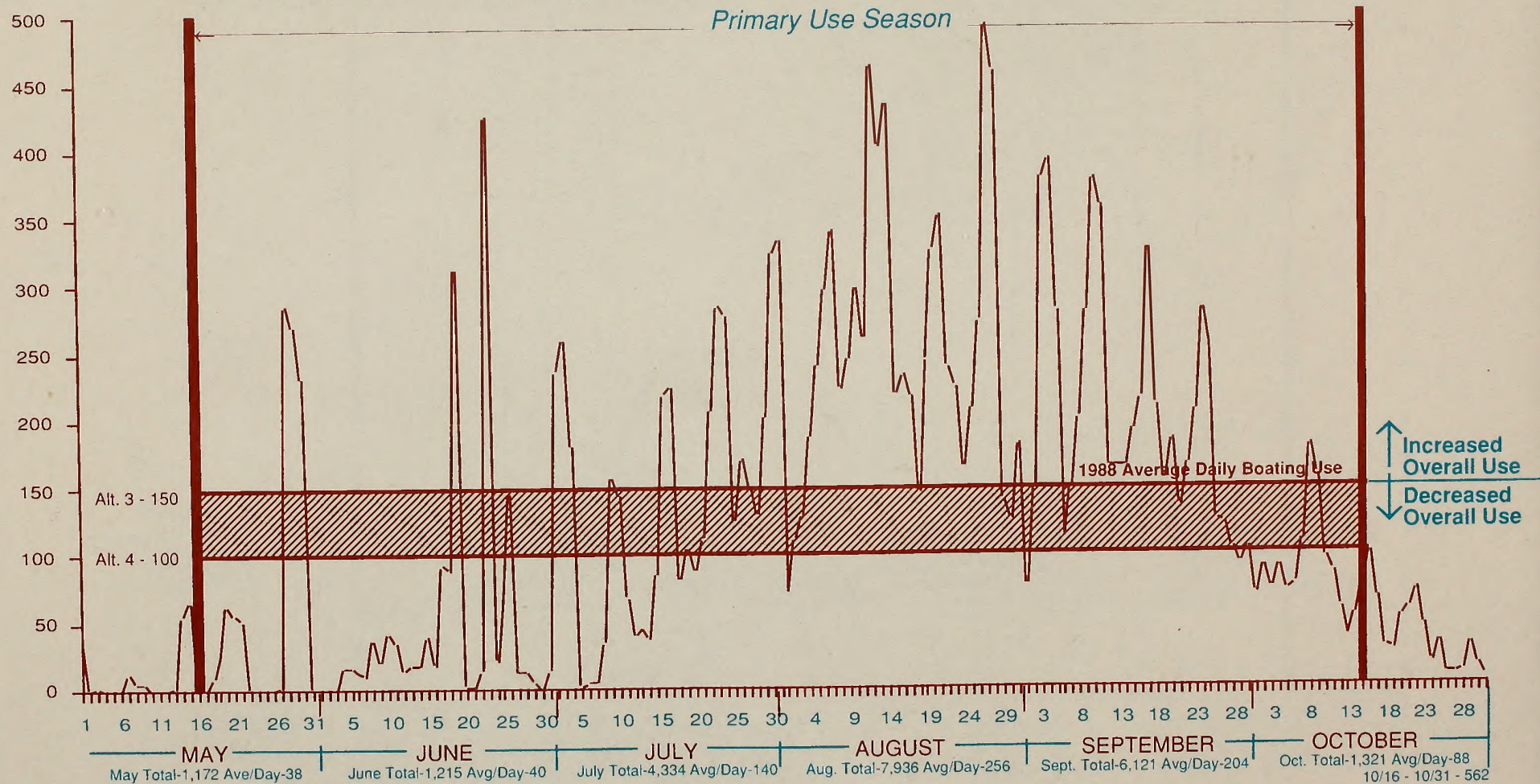


#### OFF SEASON BOATING USE LEVELS (TOTAL/MONTH):

January - 5      February - 0      March - 4      April - 68      November - 2      December - 19      Total Use - 6,962



## Segment 4 - Number of Boaters by Day – 1988



### OFF SEASON BOATING USE LEVELS (TOTAL/MONTH):

January - 29      February - 0      March - 2      April - 113      November - 99      December - 39      Total Use - 22,942



**Public Response Form**  
**Deschutes River Issues and Alternatives**

Dear Friend of the River,

We want to hear from you. This response form is designed to make it quick and easy for you to submit your comments. If you wish to comment at greater length, please write to the address on the back.

To mail your completed response form, simply fold it in half with the return address showing, staple it and place a stamp on it. The postage is prepaid. You may identify yourself by completing the return address on the back, or you can remain anonymous by leaving it blank.

1. The report discusses many different issues for management of the river, and presents several management options for each. How satisfied are you with how the report addresses the problems and solutions for each of the following issues?

		VERY SATISFIED	SOMEWHAT SATISFIED	DIS- SATISFIED	NOT FAMILIAR WITH ISSUE	
A.	Fish habitat	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-04
B.	Wildlife habitat/vegetation	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-05
C.	Livestock grazing	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-06
D.	Historical/archaeological resources	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-07
E.	Nonmotorized boating	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-08
F.	Motorized boating	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-09
G.	Availability of fishing sites	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-10
H.	Camp site availability	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-11
I.	Camp site facilities	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-12
J.	Guided & outfitted services	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-13
K.	Access roads	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-14
L.	Boat launches	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-15
M.	Trails	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-16
N.	User fees	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-17
O.	Number of people	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-18
P.	Public safety/services	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-19
Q.	Other _____	[ ] 1	[ ] 2	[ ] 3	[ ] 4	-20

If you are dissatisfied with the way any particular issues are addressed, could you briefly explain why? Please use the letters from the list above to indicate which issues you are discussing.

-21

-37



2. If you could make just one change in the existing management of the river, what would it be?

\_\_\_\_\_ -38

\_\_\_\_\_ -39

3. Which of the following activities have you done on the Deschutes in the past year? (Check all that apply)

Fishing	<input type="checkbox"/>	-40
Horseback riding	<input type="checkbox"/>	-41
Hiking	<input type="checkbox"/>	-42
Camping	<input type="checkbox"/>	-43
Using a non-motorized boat	<input type="checkbox"/>	-44
Using a motorized boat	<input type="checkbox"/>	-45
Other _____	<input type="checkbox"/>	-46

	YES	NO	I AM A GUIDE	
4. Did you use a professional guide for any of these activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-47
	1	2	3	

5. Do you have comments or suggestions concerning the planning process?

\_\_\_\_\_ -48

\_\_\_\_\_ -50

\_\_\_\_\_ -52

Thank you for your opinions. Please fold the response form in half so the address below shows, staple it, place a stamp on it, and drop it in the mail.

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Bureau of Land Management  
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Prineville, Oregon 97754



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